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Savannah District

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"BUSINESS OPPORTUNITY DEVELOPMENT REFORM ACT OF 1988"
(PUBLIC LAW 100-656)**

**U.S. ARMY ENGINEER DISTRICT, SAVANNAH
CORPS OF ENGINEERS
100 WEST OGLETHORPE AVENUE
SAVANNAH, GEORGIA 31401-3640**

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SECTION 02220

DEMOLITION

09/03

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI)

ANSI A10.6 (1990; R 1998) Safety Requirements for Demolition Operations

U.S. NATIONAL ARCHIVES AND RECORDS ADMINISTRATION (NARA)

40 CFR 61-SUBPART M National Emission Standard for Asbestos

U.S. ARMY CORPS OF ENGINEERS (USACE)

EM 385-1-1 (2003) Safety and Health Requirements Manual

1.2 GENERAL REQUIREMENTS

Do not begin demolition until authorization is received from the Contracting Officer. The work includes demolition, salvage of identified items and materials, and removal of resulting rubbish and debris. Rubbish and debris shall be removed from Government property daily, unless otherwise directed, to avoid accumulation at the demolition site. Materials that cannot be removed daily shall be stored in areas specified by the Contracting Officer. In the interest of occupational safety and health, the work shall be performed in accordance with EM 385-1-1, Section 23, Demolition, and other applicable Sections. In the interest of conservation, salvage shall be pursued to the maximum extent possible (in accordance with Section 01572 CONSTRUCTION AND DEMOLITION WASTE MANAGEMENT, if applicable; salvaged items and materials shall be disposed of as specified.

1.3 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only or as otherwise designated. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

SD-07 Certificates

Demolition plan; G-AE

Notifications; G-AE

Notification of Demolition and Renovation forms; G-AE

Submit proposed salvage, demolition and removal procedures to the Contracting Officer for approval before work is started.

1.4 REGULATORY AND SAFETY REQUIREMENTS

Comply with federal, state, and local hauling and disposal regulations. In addition to the requirements of the "Contract Clauses," safety requirements shall conform with ANSI A10.6.

1.4.1 Notifications

1.4.1.1 General Requirements

Furnish timely notification of demolition projects to Federal, State, regional, and local authorities in accordance with 40 CFR 61-SUBPART M. Notify the Regional Office of the United States Environmental Protection Agency (USEPA) Georgia State's environmental protection agency (GAEPD) and local air pollution control district/agency and the Contracting Officer in writing 10 working days prior to the commencement of work in accordance with 40 CFR 61-SUBPART M.

1.5 DUST AND DEBRIS CONTROL

Prevent the spread of dust and debris on airfield pavements and avoid the creation of a nuisance or hazard in the surrounding area. Do not use water if it results in hazardous or objectionable conditions such as, but not limited to, ice, flooding, or pollution. Sweep pavements as often as necessary to control the spread of debris that may result in foreign object damage potential to aircraft.

1.6 PROTECTION

1.6.1 Traffic Control Signs

Where aircraft safety is endangered in the area of removal work, use traffic barricades with flashing lights. Notify the Contracting Officer prior to beginning such work.

1.6.2 Existing Work

Before beginning any demolition work, the Contractor shall survey the site and examine the drawings and specifications to determine the extent of the work. The Contractor shall take necessary precautions to avoid damage to existing items to remain in place, to be reused, or to remain the property of the Government; any damaged items shall be repaired or replaced as approved by the Contracting Officer. The Contractor shall coordinate the work of this section with all other work and shall construct and maintain shoring, bracing, and supports as required. The Contractor shall ensure that structural elements are not overloaded and shall be responsible for increasing structural supports or adding new supports as may be required as a result of any cutting, removal, or demolition work performed under this contract. Do not overload structural elements and pavements to remain. Provide new supports and reinforcement for existing construction weakened

by demolition or removal work. Repairs, reinforcement, or structural replacement must have Contracting Officer approval.

1.6.3 Weather Protection

For portions of the building to remain, protect building interior and materials and equipment from the weather at all times. Where removal of existing roofing is necessary to accomplish work, have materials and workmen ready to provide adequate and temporary covering of exposed areas so as to ensure effectiveness and to prevent displacement.

1.6.4 Facilities

Protect electrical and mechanical services and utilities. Where removal of existing utilities and pavement is specified or indicated, provide approved barricades, temporary covering of exposed areas, and temporary services or connections for electrical and mechanical utilities. Floors, roofs, walls, columns, pilasters, and other structural components that are designed and constructed to stand without lateral support or shoring, and are determined to be in stable condition, shall remain standing without additional bracing, shoring, or lateral support until demolished, unless directed otherwise by the Contracting Officer. The Contractor shall ensure that no elements determined to be unstable are left unsupported and shall be responsible for placing and securing bracing, shoring, or lateral supports as may be required as a result of any cutting, removal, or demolition work performed under this contract.

1.6.5 Protection of Personnel

During the demolition work the Contractor shall continuously evaluate the condition of the structure being demolished and take immediate action to protect all personnel working in and around the demolition site. No area, section, or component of floors, roofs, walls, columns, pilasters, or other structural element will be allowed to be left standing without sufficient bracing, shoring, or lateral support to prevent collapse or failure while workmen remove debris or perform other work in the immediate area. The Contractor shall comply with AFI 91-207 regarding the use of seat belts and other protective devices during vehicle operations. To minimize exhaust fumes from Contractor vehicles while on Robins AFB, Contractor equipment shall be equipped with proper emission control devices (IAW applicable state/federal emission control requirements for motor vehicles). Unsafe and unserviceable vehicles shall be removed from Robins AFB immediately. Personnel engaged in vehicle operations on the flightline shall be trained and certified in flightline procedures IAW Robins AFB Instruction 13-206. The Contractor is responsible for scheduling training through Robins Base Operations Office with adequate lead time so as not to interfere with contract schedules. Certification shall be on AF Form 483 and shall be in the possession of the vehicle operator when operating on the flightline. The Contractor is responsible for furnishing a trained and certified vehicle operator/escort for all infrequent vehicle operations such as material deliveries. The certified escort can be a passenger or operate a lead vehicle no further than three (3) vehicle lengths in front of the escorted vehicle. The Contractor shall ensure that all subcontractors comply with these requirements.

1.7 BURNING

The use of burning at the project site and on Government controlled land for the disposal of refuse and debris will not be permitted

1.8 FOREIGN OBJECT DAMAGE (FOD)

Aircraft and aircraft engines are subject to FOD from debris and waste material lying on airfield pavements. Remove all such materials that may appear on operational aircraft pavements due to the Contractor's operations. If necessary, the Contracting Officer may require the Contractor to install a temporary barricade at the Contractor's expense to control the spread of FOD potential debris. The barricade shall consist of a fence covered with a fabric designed to stop the spread of debris; anchor the fence and fabric to prevent displacement by winds or jet/prop blasts. Remove barricade when no longer required. The Contractor shall establish and maintain an effective FOD prevention program that meets or exceeds the requirements of AFMCI 21-122. The FOD prevention program shall be integrated into the day-to-day operations to eliminate FOD incidents. The Contractor shall brief his personnel and all subcontractors prior to construct start up and quarterly from that time forward.

1.9 REQUIRED DATA

Demolition plan shall include procedures for careful removal and disposition of materials specified to be salvaged, coordination with other work in progress, a disconnection schedule of utility services, and airfield lighting, a detailed description of methods and equipment to be used for each operation and of the sequence of operations. The procedures shall provide for safe conduct of the work in accordance with EM 385-1-1.

1.10 ENVIRONMENTAL PROTECTION

The work shall comply with the requirements of Section 01355A ENVIRONMENTAL PROTECTION.

1.11 USE OF EXPLOSIVES

Use of explosives will not be permitted.

PART 2 PRODUCTS

Not used.

PART 3 EXECUTION

3.1 EXISTING FACILITIES TO BE REMOVED

3.1.1 Structures

Existing structures indicated shall be removed in their entirety including foundation. Sidewalks, curbs, gutters and street light bases shall be removed as indicated.

3.1.2 Utilities and Related Equipment

Remove existing utilities , as indicated and terminate in a manner conforming to the nationally recognized code covering the specific utility and approved by the Contracting Officer. When utility lines are encountered that are not indicated on the drawings, the Contracting Officer shall be notified prior to further work in that area. Remove meters and related equipment and deliver to a location in accordance with

instructions of the Contracting Officer.

3.1.3 Pavement

Removal of portland cement concrete pavement shall use the full depth double sawcut method as shown on the drawings unless otherwise indicated. Sawing of asphaltic concrete pavement shall use a single full depth sawcut at all locations shown on the drawings.

3.1.4 Concrete

Saw concrete along straight lines to a depth of not less than 2 inches. Make each cut in walls perpendicular to the face and in alignment with the cut in the opposite face. Break out the remainder of the concrete provided that the broken area is concealed in the finished work, and the remaining concrete is sound. At locations where the broken face cannot be concealed, grind smooth or saw cut entirely through the concrete.

3.1.5 Airfield Lighting

Remove existing airfield lighting as required and terminate in a manner satisfactory to the Contracting Officer. Remove edge lights, associated transformers as indicated and deliver to a location on the station in accordance with instructions of the Contracting Officer. . .

3.2 FILLING

Holes, open basements and other hazardous openings shall be filled in accordance with Section 02300, EARTHWORK.

3.3 DISPOSITION OF MATERIAL

3.3.1 Title to Materials

Except where specified in other sections, all materials and equipment removed, and not reused, shall become the property of the Contractor and shall be removed from Government property. Title to materials resulting from demolition, and materials and equipment to be removed, is vested in the Contractor upon approval by the Contracting Officer of the Contractor's demolition and removal procedures, and authorization by the Contracting Officer to begin demolition. The Government will not be responsible for the condition or loss of, or damage to, such property after contract award.

Materials and equipment shall not be viewed by prospective purchasers or sold on the site.

3.3.2 Reuse of Materials and Equipment

Remove and store recyclable aggregate materials as shown on the plans.

3.3.3 Salvaged Materials and Equipment

Remove materials and equipment that are indicated and specified to be removed by the Contractor and that are to remain the property of the Government, and deliver to a storage site, as directed.

Contractor shall salvage items and material to the maximum extent possible.

Material salvaged for the Contractor shall be stored as approved by the Contracting Officer and shall be removed from Government property before

completion of the contract. Material salvaged for the Contractor shall not be sold on the site.

Salvaged items to remain the property of the Government shall be removed in a manner to prevent damage, and packed or crated to protect the items from damage while in storage or during shipment. Items damaged during removal or storage shall be repaired or replaced to match existing items. Containers shall be properly identified as to contents.

3.3.4 Unsalvageable Material

Concrete, masonry, and other noncombustible material, except concrete permitted to remain in place, shall be disposed of outside the limits of Governmental controlled land. Combustible material shall be disposed of outside the limits of Government controlled land. Local regulations regarding hauling and disposal shall apply.

3.4 CLEANUP

Debris and rubbish shall be removed from excavations. Debris shall be removed and transported in a manner that prevents spillage on streets or adjacent areas. Local regulations regarding hauling and disposal shall apply.

3.4.1 Debris and Rubbish

Debris and rubbish shall be removed from basement and similar excavations. Debris shall be removed and transported in a manner that prevents spillage on streets or adjacent areas. Local regulations regarding hauling and disposal shall apply.

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SECTION 02300

EARTHWORK

08/03

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
(AASHTO)

AASHTO T 180 (2001) Moisture-Density Relations of Soils
Using a 4.54-kg (10-lb) Rammer and an
457-mm (18-in) Drop

AASHTO T 224 (2001) Correction for Coarse Particles in
the Soil Compaction Test

ASTM INTERNATIONAL (ASTM)

ASTM A 139 (2000) Electric-Fusion (Arc)-Welded Steel
Pipe (NPS 4 and Over)

ASTM A 252 (1998; R 2002) Welded and Seamless Steel
Pipe Piles

ASTM C 136 (2001) Sieve Analysis of Fine and Coarse
Aggregates

ASTM D 1140 (2000) Amount of Material in Soils Finer
than the No. 200 (75-micrometer) Sieve

ASTM D 1556 (2000) Density and Unit Weight of Soil in
Place by the Sand-Cone Method

ASTM D 1557 (2002) Laboratory Compaction
Characteristics of Soil Using Modified
Effort (56,000 ft-lbf/cu. ft. (2,700
kN-m/cu.m.))

ASTM D 2487 (2000) Soils for Engineering Purposes
(Unified Soil Classification System)

ASTM D 2922 (2001) Density of Soil and Soil-Aggregate
in Place by Nuclear Methods (Shallow Depth)

ASTM D 2937 (2000e1) Density of Soil in Place by the
Drive-Cylinder Method

ASTM D 3017 (2001) Water Content of Soil and Rock in
Place by Nuclear Methods (Shallow Depth)

ASTM D 422 (1963; R 2002) Particle-Size Analysis of

Soils

ASTM D 4318 (2000) Liquid Limit, Plastic Limit, and Plasticity Index of Soils

U.S. ARMY CORPS OF ENGINEERS (USACE)

EM 385-1-1 (2003) Safety -- Safety and Health Requirements

1.2 DEFINITIONS

1.2.1 Satisfactory Materials

Satisfactory materials shall comprise any materials classified by ASTM D 2487 as GW, GP, GM, GP-GM, GW-GM, GC, GP-GC, GM-GC, SW, SP, SM, SW-SM, SC, SW-SC, SP-SM, SP-SC, and CL. Satisfactory materials for grading shall be comprised of stones less than 3 inches in any dimension.

1.2.2 Unsatisfactory Materials

Materials which do not comply with the requirements for satisfactory materials are unsatisfactory. Unsatisfactory materials also include trash; refuse; and material classified as satisfactory which contains root and other organic matter or frozen material. The Contracting Officer shall be notified of any contaminated materials.

1.2.3 Cohesionless and Cohesive Materials

Cohesionless materials include materials classified in ASTM D 2487 as GW, GP, SW, and SP. Cohesive materials include materials classified as GC, SC, ML, CL, MH, and CH. Materials classified as GM and SM will be identified as cohesionless only when the fines are nonplastic. Testing required for classifying materials shall be in accordance with ASTM D 4318, ASTM C 136, ASTM D 422, and ASTM D 1140.

1.2.4 Degree of Compaction

Degree of compaction required, except as noted in the second sentence, is expressed as a percentage of the maximum density obtained by the test procedure presented in ASTM D 1557 abbreviated as a percent of laboratory maximum density. Since ASTM D 1557 applies only to soils that have 30 percent or less by weight of their particles retained on the 3/4 inch sieve, the degree of compaction for material having more than 30 percent by weight of their particles retained on the 3/4 inch sieve shall be expressed as a percentage of the maximum density in accordance with AASHTO T 180 Method D and corrected with AASHTO T 224. To maintain the same percentage of coarse material, the "remove and replace" procedure as described in the NOTE 8 in Paragraph 7.2 of AASHTO T 180 shall be used.

1.2.5 Topsoil

Material suitable for topsoils obtained from excavations is defined as: Natural, friable soil representative of productive, well-drained soils in the area, free of subsoil, stumps, rocks larger than one inch diameter, brush, weeds, toxic substances, and other material detrimental to plant growth.

1.2.6 Unstable Material

Unstable material shall consist of materials too wet to properly support the utility pipe, conduit, or appurtenant structure.

1.2.7 Select Granular Material

1.2.7.1 General Requirements

Select granular material shall consist of materials classified as GW, SW, by ASTM D 2487 where indicated. The liquid limit of such material shall not exceed 21__ percent when tested in accordance with ASTM D 4318. The plasticity index shall not be greater than 12 percent when tested in accordance with ASTM D 4318, and not more than 15 percent by weight shall be finer than No. 200 sieve when tested in accordance with ASTM D 1140.

1.2.8 Initial Backfill Material

Initial backfill shall consist of select granular material or satisfactory materials free from rocks 3 inches or larger in any dimension or free from rocks of such size as recommended by the pipe manufacturer, whichever is smaller. When the pipe is coated or wrapped for corrosion protection, the initial backfill material shall be free of stones larger than 1/2 inches in any dimension or as recommended by the pipe manufacturer, whichever is smaller.

1.2.9 Expansive Soils

Expansive soils are defined as soils that have a plasticity index equal to or greater than 40 when tested in accordance with ASTM D 4318.

1.2.10 Nonfrost Susceptible (NFS) Material

Nonfrost susceptible material shall be a uniformly graded washed sand with a maximum particle size of 1.5 inch and less than 5 percent passing the No. 200 size sieve, and with not more than 3 percent by weight finer than 0.02 mm grain size.

1.3 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

SD-01 Preconstruction Submittals

Dewatering Work Plan; G-AE

Submit 15 days prior to starting work.

SD-06 Test Reports

Testing
Borrow Site Testing

Within 24 hours of conclusion of physical tests, test results, including calibration curves and results of calibration tests.

Results of testing at the borrow site.

SD-07 Certificates

Testing

Qualifications of the commercial testing laboratory or Contractor's testing facilities.

1.4 SUBSURFACE DATA

Subsurface geotechnical information are included in Appendix A.. The preliminary subsoil investigation report is also included in Appendix A.is

1.5 DEWATERING WORK PLAN

Submit procedures for accomplishing dewatering work.

PART 2 PRODUCTS

2.1 REQUIREMENTS FOR OFFSITE SOILS

Offsite soils brought in for use as backfill shall be free of contamination. Material shall not be brought on site until approved by the Contracting Officer.

2.2 BURIED WARNING AND IDENTIFICATION TAPE

Polyethylene plastic and metallic core or metallic-faced, acid- and alkali-resistant, polyethylene plastic] warning tape manufactured specifically for warning and identification of buried utility lines. Provide tape on rolls, 3 inch minimum width, color coded as specified below for the intended utility with warning and identification imprinted in bold black letters continuously over the entire tape length. Warning and identification to read, "CAUTION, BURIED (intended service) LINE BELOW" or similar wording. Color and printing shall be permanent, unaffected by moisture or soil.

Warning Tape Color Codes

Yellow:	Electric
Yellow:	Gas, Oil; Dangerous Materials
Orange:	Telephone and Other Communications
Blue:	Water Systems
Green:	Sewer Systems
White:	Steam Systems
Gray:	Compressed Air

2.2.1 Warning Tape for Metallic Piping

Acid and alkali-resistant polyethylene plastic tape conforming to the width, color, and printing requirements specified above. Minimum thickness of tape shall be 0.003 inch. Tape shall have a minimum strength of 1500 psi lengthwise, and 1250 psi crosswise, with a maximum 350 percent elongation.

2.2.2 Detectable Warning Tape for Non-Metallic Piping

Polyethylene plastic tape conforming to the width, color, and printing

requirements specified above. Minimum thickness of the tape shall be 0.004 inch. Tape shall have a minimum strength of 1500 psi lengthwise and 1250 psi crosswise. Tape shall be manufactured with integral wires, foil backing, or other means of enabling detection by a metal detector when tape is buried up to 3 feet deep. Encase metallic element of the tape in a protective jacket or provide with other means of corrosion protection.

2.3 DETECTION WIRE FOR NON-METALLIC PIPING

Detection wire shall be insulated single strand, solid copper with a minimum of 12 AWG.

2.4 PIPE CASING

2.4.1 Casing Pipe

ASTM A 139, Grade B, or ASTM A 252, Grade 2, smooth wall pipe. Casing size shall be of the outside diameter and wall thickness as indicated. Protective coating is not required on casing pipe.

2.4.2 Wood Supports

Treated Yellow Pine or Douglas Fir, rough, structural grade. Provide wood with nonleaching water-borne pressure preservative (ACA or CCA) and treatment conforming to AWPAC P5 and AWPAC C2, respectively. Secure wood supports to carrier pipe with stainless steel or zinc-coated steel bands.

PART 3 EXECUTION

3.1 STRIPPING OF TOPSOIL

Where indicated or directed, topsoil shall be stripped to a depth as required to remove organic material. 4 inches. Topsoil shall be spread on areas already graded and prepared for topsoil, or transported and deposited in stockpiles convenient to areas that are to receive application of the topsoil later, or at locations indicated or specified. Topsoil shall be kept separate from other excavated materials, brush, litter, objectionable weeds, roots, stones larger than 1 inch in diameter, and other materials that would interfere with planting and maintenance operations. Any surplus of topsoil from excavations and grading shall be removed from the site.

3.2 GENERAL EXCAVATION

The Contractor shall perform excavation of every type of material encountered within the limits of the project to the lines, grades, and elevations indicated and as specified. Grading shall be in conformity with the typical sections shown and the tolerances specified in paragraph FINISHING. Satisfactory excavated materials shall be transported to and placed in fill or embankment within the limits of the work. Unsatisfactory materials encountered within the limits of the work shall be excavated below grade and replaced with satisfactory materials as directed. Such excavated material and the satisfactory material ordered as replacement shall be included in excavation. Surplus satisfactory excavated material not required for fill or embankment shall be disposed of off of Government controlled land. Unsatisfactory excavated material shall be disposed of off of Government controlled land. During construction, excavation and fill shall be performed in a manner and sequence that will provide proper drainage at all times. Material required for fill or embankment in excess of that produced by excavation within the grading limits shall be excavated

from other approved areas selected by the Contractor as specified.

3.2.1 Ditches, Gutters, and Channel Changes

Excavation of ditches, gutters, and channel changes shall be accomplished by cutting accurately to the cross sections, grades, and elevations shown. Ditches and gutters shall not be excavated below grades shown. Excessive open ditch or gutter excavation shall be backfilled with satisfactory, thoroughly compacted, material or with suitable stone or cobble to grades shown. Material excavated shall be disposed of as shown or as directed, except that in no case shall material be deposited less than 4 feet from the edge of a ditch. The Contractor shall maintain excavations free from detrimental quantities of leaves, brush, sticks, trash, and other debris until final acceptance of the work.

3.2.2 Drainage Structures

Excavations shall be made to the lines, grades, and elevations shown, or as directed. Trenches and foundation pits shall be of sufficient size to permit the placement and removal of forms for the full length and width of structure footings and foundations as shown. Rock or other hard foundation material shall be cleaned of loose debris and cut to a firm, level, stepped, or serrated surface. Loose disintegrated rock and thin strata shall be removed. When concrete or masonry is to be placed in an excavated area, the bottom of the excavation shall not be disturbed. Excavation to the final grade level shall not be made until just before the concrete or masonry is to be placed. Where pile foundations are to be used, the excavation of each pit shall be stopped at an elevation 1 foot above the base of the footing, as specified, before piles are driven. After the pile driving has been completed, loose and displaced material shall be removed and excavation completed, leaving a smooth, solid, undisturbed surface to receive the concrete or masonry.

3.2.3 Drainage

Provide for the collection and disposal of surface and subsurface water encountered during construction. Completely drain construction site during periods of construction to keep soil materials sufficiently dry. The Contractor shall establish/construct storm drainage features (ponds/basins) at the earliest stages of site development, and throughout construction grade the construction area to provide positive surface water runoff away from the construction activity and/or provide temporary ditches, swales, and other drainage features and equipment as required to maintain dry soils. When unsuitable working platforms for equipment operation and unsuitable soil support for subsequent construction features develop, remove unsuitable material and provide new soil material as specified herein. It is the responsibility of the Contractor to assess the soil and ground water conditions presented by the plans and specifications and to employ necessary measures to permit construction to proceed.

3.2.4 Dewatering

Groundwater flowing toward or into excavations shall be controlled to prevent sloughing of excavation slopes and walls, boils, uplift and heave in the excavation and to eliminate interference with orderly progress of construction. French drains, sumps, ditches or trenches will not be permitted within 3 feet of the foundation of any structure, except with specific written approval, and after specific contractual provisions for restoration of the foundation area have been made. Control measures shall

be taken by the time the excavation reaches the water level in order to maintain the integrity of the in situ material. While the excavation is open, the water level shall be maintained continuously, at least 2 feet below the working level.. Operate dewatering system continuously until construction work below existing water levels is complete. Submit performance records weekly.

3.2.5 Trench Excavation Requirements

The trench shall be excavated as recommended by the manufacturer of the pipe to be installed. Trench walls below the top of the pipe shall be sloped, or made vertical, and of such width as recommended in the manufacturer's installation manual. Where no manufacturer's installation manual is available, trench walls shall be made vertical. Trench walls more than 5 feet high shall be shored, cut back to a stable slope, or provided with equivalent means of protection for employees who may be exposed to moving ground or cave in per Section 25.A.03.f EM 385-1-1. Trench walls which are cut back shall be excavated to at least the angle of repose of the soil. Special attention shall be given to slopes which may be adversely affected by weather or moisture content. Where personnel are required to enter excavations over 4 ft in depth, Contractor will comply with Section 25.B.05 of EM 385-1-1. The trench width below the top of pipe shall not exceed 24 inches plus pipe outside diameter (O.D.) for pipes of less than 24 inches inside diameter and shall not exceed 36 inches plus pipe outside diameter for sizes larger than 24 inches inside diameter. Where recommended trench widths are exceeded, redesign, stronger pipe, or special installation procedures shall be utilized by the Contractor. The cost of redesign, stronger pipe, or special installation procedures shall be borne by the Contractor without any additional cost to the Government.

3.2.5.1 Bottom Preparation

The bottoms of trenches shall be accurately graded to provide uniform bearing and support for the bottom quadrant of each section of the pipe. Bell holes shall be excavated to the necessary size at each joint or coupling to eliminate point bearing. Stones of 3 inches or greater in any dimension, or as recommended by the pipe manufacturer, whichever is smaller, shall be removed to avoid point bearing.

3.2.5.2 Removal of Unyielding Material

Where unyielding material is encountered in the bottom of the trench, such material shall be removed 6 inches below the required grade and replaced with suitable materials as provided in paragraph BACKFILLING AND COMPACTION.

3.2.5.3 Removal of Unstable Material

Where unstable material is encountered in the bottom of the trench, such material shall be removed to the depth directed and replaced to the proper grade with select granular material as provided in paragraph BACKFILLING AND COMPACTION. When removal of unstable material is required due to the Contractor's fault or neglect in performing the work, the resulting material shall be excavated and replaced by the Contractor without additional cost to the Government.

3.2.5.4 Excavation for Appurtenances

Excavation for manholes, catch-basins, inlets, or similar structures shall be of sufficient size to permit the placement and removal of forms for the

full length and width of structure footings and foundations as shown. Removal of unstable material shall be as specified above. When concrete or masonry is to be placed in an excavated area, special care shall be taken not to disturb the bottom of the excavation. Excavation to the final grade level shall not be made until just before the concrete or masonry is to be placed.

3.2.6 Underground Utilities

Movement of construction machinery and equipment over pipes and utilities during construction shall be at the Contractor's risk. For work immediately adjacent to or for excavations exposing a utility or other buried obstruction, excavate by hand. Start hand excavation on each side of the indicated obstruction and continue until the obstruction is uncovered or until clearance for the new grade is assured. Support uncovered lines or other existing work affected by the contract excavation until approval for backfill is granted by the Contracting Officer. Report damage to utility lines or subsurface construction immediately to the Contracting Officer.

3.2.7 Structural Excavation

Ensure that footing subgrades have been inspected and approved by the Contracting Officer prior to concrete placement.

3.3 SELECTION OF BORROW MATERIAL

Borrow material shall be selected to meet the requirements and conditions of the particular fill or embankment for which it is to be used. Borrow material shall be obtained from the borrow areas from approved private sources. Unless otherwise provided in the contract, the Contractor shall obtain from the owners the right to procure material, pay royalties and other charges involved, and bear the expense of developing the sources, including rights-of-way for hauling. Unless specifically provided, no borrow shall be obtained within the limits of the project site without prior written approval.

3.4 SHORING

3.4.1 General Requirements

The Contractor shall submit a Shoring and Sheet piling plan for approval 15 days prior to starting work. Submit drawings and calculations, certified by a registered professional engineer, describing the methods for shoring and sheet piling of excavations. Shoring, including sheet piling, shall be furnished and installed as necessary to protect workmen, banks, adjacent paving, structures, and utilities. Shoring, bracing, and sheet piling shall be removed as excavations are backfilled, in a manner to prevent caving.

3.5 FINAL GRADE OF SURFACES TO SUPPORT CONCRETE

Excavation to final grade shall not be made until just before concrete is to be placed.

3.6 GROUND SURFACE PREPARATION

3.6.1 General Requirements

Unsatisfactory material in surfaces to receive fill or in excavated areas

shall be removed and replaced with satisfactory materials as directed by the Contracting Officer. The surface shall be scarified to a depth of 6 inches before the fill is started. Sloped surfaces steeper than 1 vertical to 4 horizontal shall be plowed, stepped, benched, or broken up so that the fill material will bond with the existing material. When subgrades are less than the specified density, the ground surface shall be broken up to a minimum depth of 6 inches, pulverized, and compacted to the specified density. When the subgrade is part fill and part excavation or natural ground, the excavated or natural ground portion shall be scarified to a depth of 12 inches and compacted as specified for the adjacent fill.

3.7 BURIED TAPE AND DETECTION WIRE

3.7.1 Buried Warning and Identification Tape

Provide buried utility lines with utility identification tape. Bury tape 12 inches below finished grade; under pavements and slabs, bury tape 6 inches below top of subgrade.

3.7.2 Buried Detection Wire

Bury detection wire directly above non-metallic piping at a distance not to exceed 12 inches above the top of pipe. The wire shall extend continuously and unbroken, from manhole to manhole. The ends of the wire shall terminate inside the manholes at each end of the pipe, with a minimum of 3 feet of wire, coiled, remaining accessible in each manhole. The wire shall remain insulated over its entire length. The wire shall enter manholes between the top of the corbel and the frame, and extend up through the chimney seal between the frame and the chimney seal. For force mains, the wire shall terminate in the valve pit at the pump station end of the pipe.

3.8 BACKFILLING AND COMPACTION

Backfill adjacent to any and all types of structures shall be placed and compacted to at least 90 percent laboratory maximum density for cohesive materials or 95 percent laboratory maximum density for cohesionless materials to prevent wedging action or eccentric loading upon or against the structure. Ground surface on which backfill is to be placed shall be prepared as specified in paragraph PREPARATION OF GROUND SURFACE FOR EMBANKMENTS. Compaction requirements for backfill materials shall also conform to the applicable portions of paragraphs PREPARATION OF GROUND SURFACE FOR EMBANKMENTS, EMBANKMENTS, and SUBGRADE PREPARATION, and Section 02630 STORM DRAINAGE; and Section 02300 EARTHWORK. Compaction shall be accomplished by sheepsfoot rollers, pneumatic-tired rollers, steel-wheeled rollers, vibratory compactors, or other approved equipment.

3.8.1 Backfill for Appurtenances

After the manhole, catchbasin, inlet, or similar structure has been constructed and the concrete has been allowed to cure for 3 days, backfill shall be placed in such a manner that the structure will not be damaged by the shock of falling earth. The backfill material shall be deposited and compacted as specified for final backfill, and shall be brought up evenly on all sides of the structure to prevent eccentric loading and excessive stress.

3.9 SPECIAL REQUIREMENTS

Special requirements for both excavation and backfill relating to the

specific utilities are as follows:

3.9.1 Water Lines

Trenches shall be of a depth to provide a minimum cover of 3.5 feet from the existing ground surface, or from the indicated finished grade, whichever is lower, to the top of the pipe.]

3.9.2 Electrical Distribution System

Direct burial cable and conduit or duct line shall have a minimum cover of 24 inches from the finished grade, unless otherwise indicated. Special trenching requirements for direct-burial electrical cables and conduits are specified in Section 16526AA AIRFIELD LIGHTING.

3.10 EMBANKMENTS

3.10.1 Earth Embankments

Earth embankments shall be constructed from satisfactory materials free of organic or frozen material and rocks with any dimension greater than 3 inches. The material shall be placed in successive horizontal layers of loose material not more than 8 inches in depth. Each layer shall be spread uniformly on a soil surface that has been moistened or aerated as necessary, and scarified or otherwise broken up so that the fill will bond with the surface on which it is placed. After spreading, each layer shall be plowed, disked, or otherwise broken up; moistened or aerated as necessary; thoroughly mixed; and compacted to at least 90 percent laboratory maximum density for cohesive materials or 95 percent laboratory maximum density for cohesionless materials. Compaction requirements for the upper portion of earth embankments forming subgrade for pavements shall be identical with those requirements specified in paragraph SUBGRADE PREPARATION. Compaction shall be accomplished by sheepsfoot rollers, pneumatic-tired rollers, steel-wheeled rollers, vibratory compactors, or other approved equipment.

3.11 SUBGRADE PREPARATION

3.11.1 Construction

Subgrade shall be shaped to line, grade, and cross section, and compacted as specified. This operation shall include plowing, disking, and any moistening or aerating required to obtain specified compaction. Soft or otherwise unsatisfactory material shall be removed and replaced with satisfactory excavated material or other approved material as directed. Rock encountered in the cut section shall be excavated to a depth of 6 inches below finished grade for the subgrade. Low areas resulting from removal of unsatisfactory material shall be brought up to required grade with satisfactory materials, and the entire subgrade shall be shaped to line, grade, and cross section and compacted as specified. The elevation of the finish subgrade shall not vary more than 0.05 foot from the established grade and cross section.

3.11.2 Compaction

Compaction shall be accomplished by sheepsfoot rollers, pneumatic-tired rollers, steel-wheeled rollers, vibratory compactors, or other approved equipment. Except for paved areas, each layer of the embankment shall be compacted to at least 90 percent of laboratory maximum density.

3.11.2.1 Subgrade for all Airfield Apron & Shoulder Pavements and Non-Airfield Pavements

Compact top 24 inches below finished pavement or top 12 inches of subgrades, whichever is greater, to 95 percent of ASTM D 1557; compact fill and backfill material to 95 percent of ASTM D 1557.

3.12 FINISHING

The surface of excavations, embankments, and subgrades shall be finished to a smooth and compact surface in accordance with the lines, grades, and cross sections or elevations shown. The degree of finish for graded areas shall be within 0.1 foot of the grades and elevations indicated except that the degree of finish for subgrades shall be specified in paragraph SUBGRADE PREPARATION. Gutters and ditches shall be finished in a manner that will result in effective drainage. The surface of areas to be turfed shall be finished to a smoothness suitable for the application of turfing materials.

Settlement or washing that occurs in graded, topsoiled, or backfilled areas prior to acceptance of the work, shall be repaired and grades re-established to the required elevations and slopes.

3.12.1 Subgrade and Embankments

During construction, embankments and excavations shall be kept shaped and drained. Ditches and drains along subgrade shall be maintained to drain effectively at all times. The finished subgrade shall not be disturbed by traffic or other operation and shall be protected and maintained by the Contractor in a satisfactory condition until ballast, subbase, base, or pavement is placed. The storage or stockpiling of materials on the finished subgrade will not be permitted. No subbase, base course, ballast, or pavement shall be laid until the subgrade has been checked and approved, and in no case shall subbase, base, surfacing, pavement, or ballast be placed on a muddy, spongy, or frozen subgrade.

3.12.2 Grading Around Structures

Areas within 5 feet outside of each structure line shall be constructed true-to-grade, shaped to drain, and shall be maintained free of trash and debris until final inspection has been completed and the work has been accepted.

3.13 PLACING TOPSOIL

On areas to receive topsoil, the compacted subgrade soil shall be scarified to a 2 inch depth for bonding of topsoil with subsoil. Topsoil then shall be spread evenly to a thickness of 4 inches and graded to the elevations and slopes shown. Topsoil shall not be spread when frozen or excessively wet or dry. Material required for topsoil in excess of that produced by excavation within the grading limits shall be obtained from offsite areas.

3.14 TESTING

Testing shall be performed by an approved commercial testing laboratory or by the Contractor subject to approval. If the Contractor elects to establish testing facilities, no work requiring testing will be permitted until the Contractor's facilities have been inspected and approved by the Contracting Officer. Field in-place density shall be determined in accordance with ASTM D 1556, ASTM D 2167, or ASTM D 2922. When ASTM D 2922

is used, the calibration curves shall be checked and adjusted using only the sand cone method as described in ASTM D 1556. ASTM D 2922 results in a wet unit weight of soil and when using this method ASTM D 3017 shall be used to determine the moisture content of the soil. The calibration curves furnished with the moisture gauges shall also be checked along with density calibration checks as described in ASTM D 3017; the calibration checks of both the density and moisture gauges shall be made at the beginning of a job on each different type of material encountered and at intervals as directed by the Contracting Officer. ASTM D 2937, Drive Cylinder Method shall be used only for soft, fine-grained, cohesive soils. When test results indicate, as determined by the Contracting Officer, that compaction is not as specified, the material shall be removed, replaced and recompacted to meet specification requirements. Tests on recompacted areas shall be performed to determine conformance with specification requirements. Inspections and test results shall be certified by a registered professional civil engineer. These certifications shall state that the tests and observations were performed by or under the direct supervision of the engineer and that the results are representative of the materials or conditions being certified by the tests. The following number of tests, if performed at the appropriate time, will be the minimum acceptable for each type operation.

3.14.1 Fill and Backfill Material Gradation

One test per 1000 cubic yards stockpiled or in-place source material. Gradation of fill and backfill material shall be determined in accordance with ASTM C 136, ASTM D 422 and ASTM D 1140].

3.14.2 In-Place Densities

- a. One test per 2000 square feet, or fraction thereof, of each lift of fill or backfill areas compacted by other than hand-operated machines.
- b. One test per 200 square feet, or fraction thereof, of each lift of fill or backfill areas compacted by hand-operated machines.
- c. One test per 200 linear feet, or fraction thereof, of each lift of embankment or backfill for airfields.

3.14.3 Check Tests on In-Place Densities

If ASTM D 2922 is used, in-place densities shall be checked by ASTM D 1556 as follows: One check test per 10 tests according to ASTM D 2922.

3.14.4 Optimum Moisture and Laboratory Maximum Density

Tests shall be made for each type material or source of material including borrow material to determine the optimum moisture and laboratory maximum density values. One representative test per 500 cubic yards of fill and backfill, or when any change in material occurs which may affect the optimum moisture content or laboratory maximum density.

3.14.5 Tolerance Tests for Subgrades

Continuous checks on the degree of finish specified in paragraph SUBGRADE PREPARATION shall be made during construction of the subgrades.

3.15 DISPOSITION OF SURPLUS MATERIAL

Surplus material or other soil material not required or suitable for filling or backfilling, and brush, refuse, stumps, roots, and timber shall be removed from Government property as directed by the Contracting Officer.

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SECTION 02510A

WATER DISTRIBUTION SYSTEM

12/03

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

AMERICAN RAILWAY ENGINEERING AND MAINTENANCE-OF-WAY ASSOCIATION
(AREMA)

AREMA Manual (2003) Manual for Railway Engineering

AMERICAN WATER WORKS ASSOCIATION (AWWA)

AWWA B301	(1999) Liquid Chlorine
AWWA C104	(1995) Cement-Mortar Lining for Ductile-Iron Pipe and Fittings for Water
AWWA C110	(1998) Ductile-Iron and Gray-Iron Fittings, 3 In. Through 48 In. (76 mm through 1219 mm), for Water
AWWA C111	(2000) Rubber-Gasket Joints for Ductile-Iron Pressure Pipe and Fittings
AWWA C151	(2002) Ductile-Iron Pipe, Centrifugally Cast, for Water
AWWA C153	(2000) Ductile-Iron Compact Fittings for Water Service
AWWA C500	(2002; A C500a-95) Metal-Seated Gate Valves for Water Supply Service
AWWA C502	(1994) Dry-Barrel Fire Hydrants
AWWA C509	(2001) Resilient-Seated Gate Valves for Water Supply Service
AWWA C600	(1999) Installation of Ductile-Iron Water Mains and Their Appurtenances
AWWA C606	(1997) Grooved and Shouldered Joints
AWWA C651	(1999) Disinfecting Water Mains
AWWA C800	(2001) Underground Service Line Valves and Fittings

ASBESTOS CEMENT PRODUCT PRODUCERS ASSOCIATION (ACPPA)

ACPPA 1344 (1988) Recommended Work Practices for A/C Pipe

ASTM INTERNATIONAL (ASTM)

ASTM A 36/A 36M (2003a) Carbon Structural Steel

DUCTILE IRON PIPE RESEARCH ASSOCIATION (DIPRA)

DIPRA TRD (2002) Thrust Restraint Design for Ductile Iron Pipe

NSF INTERNATIONAL (NSF)

NSF 61 (2003e) Drinking Water System Components - Health Effects

THE SOCIETY FOR PROTECTIVE COATINGS (SSPC)

SSPC Paint 21 (1982; R 2000) White or Colored Silicone Alkyd Paint (Type I, High Gloss and Type II, Medium Gloss)

SSPC Paint 25 (1997; R 2000) Zinc Oxide, Alkyd, Linseed Oil Primer for Use Over Hand Cleaned Steel, Type I and Type II

1.2 PIPING

This section covers water distribution and service lines, and connections to building service at a point approximately 5 feet outside buildings and structures to which service is required. The Contractor shall have a copy of the manufacturer's recommendations for each material or procedure to be utilized available at the construction site at all times.

1.2.1 Service Lines

Piping for water service lines 3 inches and larger shall be ductile iron, unless otherwise shown or specified.

1.2.2 Distribution Lines 3 Inches or Larger

Piping for water distribution lines 3 inches or larger shall be ductile iron, unless otherwise shown or specified.

1.2.3 Potable Water Lines

Piping and components of potable water systems which come in contact with the potable water shall conform to NSF 61.

1.2.4 Excavation, Trenching, and Backfilling

Excavation, trenching, and backfilling shall be in accordance with the applicable provisions of Section 02300 EARTHWORK, except as modified herein.

1.3 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are [for Contractor Quality Control approval.] [for information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government.] The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

SD-03 Product Data

Installation

The manufacturer's recommendations for each material or procedure to be utilized.

Waste Water Disposal Plan; G-AE,

The method proposed for disposal of waste water from hydrostatic tests and disinfection, prior to performing hydrostatic tests.

Satisfactory Installation

A statement signed by the principal officer of the contracting firm stating that the installation is satisfactory and in accordance with the contract drawings and specifications, and the manufacturer's prescribed procedures and techniques, upon completion of the project and before final acceptance.

SD-06 Test Reports

Bacteriological Disinfection

Test results from commercial laboratory verifying disinfection.

1.4 HANDLING

Pipe and accessories shall be handled to ensure delivery to the trench in sound, undamaged condition, including no injury to the pipe coating or lining. If the coating or lining of any pipe or fitting is damaged, the repair shall be made by the Contractor in a satisfactory manner, at no additional cost to the Government. No other pipe or material shall be placed inside a pipe or fitting after the coating has been applied. Pipe shall be carried into position and not dragged. Use of pinch bars and tongs for aligning or turning pipe will be permitted only on the bare ends of the pipe. The interior of pipe and accessories shall be thoroughly cleaned of foreign matter before being lowered into the trench and shall be kept clean during laying operations by plugging or other approved method. Before installation, the pipe shall be inspected for defects. Material found to be defective before or after laying shall be replaced with sound material without additional expense to the Government. Rubber gaskets that are not to be installed immediately shall be stored in a cool and dark place.

PART 2 PRODUCTS

2.1 PIPE

Pipe shall conform to the respective specifications and other requirements

specified below.

2.1.1 Plastic Pipe

2.1.2 Ductile-Iron Pipe

Ductile-iron pipe shall conform to AWWA C151, working pressure not less than 150 psi, unless otherwise shown or specified. Pipe shall be cement-mortar lined in accordance with AWWA C104. Linings shall be standard. When installed underground, pipe shall be polyethylene encased in accordance with Appendix A of AWWA C105.

2.2 FITTINGS AND SPECIALS

2.2.1 Ductile-Iron Pipe System

Fittings and specials shall be suitable for 150 psi pressure rating, unless otherwise specified. Fittings and specials for mechanical joint pipe shall conform to AWWA C110. Fittings and specials for use with push-on joint pipe shall conform to AWWA C110 and AWWA C111. Fittings and specials for grooved and shouldered end pipe shall conform to AWWA C606. Fittings and specials shall be cement-mortar lined (standard thickness) in accordance with AWWA C104. Ductile iron compact fittings shall conform to AWWA C153.

2.3 JOINTS

2.3.1 Ductile-Iron Pipe Jointing

- a. Mechanical joints shall be of the stuffing box type and shall conform to AWWA C111.
- b. Push-on joints shall conform to AWWA C111.
- c. Rubber gaskets and lubricants shall conform to the applicable requirements of AWWA C111.

2.4 VALVES

2.4.1 Gate Valves

Gate valves shall be designed for a working pressure of not less than 150 psi. Valve connections shall be as required for the piping in which they are installed. Valves shall have a clear waterway equal to the full nominal diameter of the valve, and shall be opened by turning counterclockwise. The operating nut or wheel shall have an arrow, cast in the metal, indicating the direction of opening.

Valves 3 inches and larger shall be iron body, bronze mounted, and shall conform to AWWA C500. Flanges shall not be buried. An approved pit shall be provided for all flanged connections.

- c. Resilient-Seated Gate Valves: For valves 3 to 12 inches in size, resilient-seated gate valves shall conform to AWWA C509.

2.5 VALVE BOXES

Valve boxes shall be cast iron or concrete, except that concrete boxes may be installed only in locations not subjected to vehicular traffic. Cast-iron boxes shall be extension type with slide-type adjustment and with

flared base. The minimum thickness of metal shall be 3/16 inch. Concrete boxes shall be the standard product of a manufacturer of precast concrete equipment. The word "WATER" shall be cast in the cover. The box length shall adapt, without full extension, to the depth of cover required over the pipe at the valve location.

2.6 FIRE HYDRANTS

Hydrants shall be dry-barrel type conforming to AWWA C502 with valve opening at least 5 inches in diameter and designed so that the flange at the main valve seat can be removed with the main valve seat apparatus remaining intact, closed and reasonably tight against leakage and with a breakable valve rod coupling and breakable flange connections located no more than 8 inches above the ground grade. Fire hydrant that are adjacent to the blast walls shall be a low profile hydrant that has a maximum height of 26 inches above grade. Fire hydrants that are located in front of the blast wall shall be a flush mount type. Hydrants shall have a 6 inch bell connection, two 2-1/2 inch hose connections and one 4-1/2 inch pumper connection. Outlets shall have American National Standard fire-hose coupling threads. Working parts shall be bronze. Design, material, and workmanship shall be equal to the latest stock pattern ordinarily produced by the manufacturer. Hydrants shall be painted with 1 coat of red iron oxide, zinc oxide primer conforming to SSPC Paint 25 and 2 finish coats of silicone alkyd paint conforming to SSPC Paint 21, of the installation's standard colors or as directed by the Contracting Officer. Suitable bronze adapter for each outlet, with caps, shall be furnished.

2.7 MISCELLANEOUS ITEMS

2.7.1 Corporation Stops

Corporation stops shall have standard corporation stop thread conforming to AWWA C800 on the inlet end, with flanged joints, compression pattern flared tube couplings, or wiped joints for connections to goosenecks.

2.7.2 Goosenecks

Copper tubing for gooseneck connections shall conform to the applicable requirements of ASTM B 88, Type K, annealed. Length of cable requirement connections shall be in accordance with standard practice.

2.7.3 Tapping Sleeves

Tapping sleeves of the sizes indicated for connection to existing main shall be the cast gray, ductile, or malleable iron, split-sleeve type with flanged or grooved outlet, and with bolts, follower rings and gaskets on each end of the sleeve. Construction shall be suitable for a maximum working pressure of 150 psi. Bolts shall have square heads and hexagonal nuts. Longitudinal gaskets and mechanical joints with gaskets shall be as recommended by the manufacturer of the sleeve. When using grooved mechanical tee, it shall consist of an upper housing with full locating collar for rigid positioning which engages a machine-cut hole in pipe, encasing an elastomeric gasket which conforms to the pipe outside diameter around the hole and a lower housing with positioning lugs, secured together during assembly by nuts and bolts as specified, pretorqued to 50 foot-pound.

2.7.4 Service Boxes

Service boxes shall be cast iron or concrete and shall be extension service

boxes of the length required for the depth of the line, with either screw or slide-type adjustment. The boxes shall have housings of sufficient size to completely cover the service stop or valve and shall be complete with identifying covers.

2.7.5 Disinfection

Chlorinating materials shall conform to the following:

Chlorine, Liquid: AWWA B301.

Hypochlorite, Calcium and Sodium: AWWA B300.

PART 3 EXECUTION

3.1 INSTALLATION

3.1.1 Cutting of Pipe

Cutting of pipe shall be done in a neat and workmanlike manner without damage to the pipe. Unless otherwise recommended by the manufacturer and authorized by the Contracting Officer, cutting shall be done with an approved type mechanical cutter. Wheel cutter shall be used when practicable. Squeeze type mechanical cutters shall not be used for ductile iron.

3.1.2 Adjacent Facilities

3.1.2.1 Sewer Lines

Where the location of the water pipe is not clearly defined in dimensions on the drawings, the water pipe shall not be laid closer horizontally than 10 feet from a sewer except where the bottom of the water pipe will be at least 12 inches above the top of the sewer pipe, in which case the water pipe shall not be laid closer horizontally than 6 feet from the sewer. Where water lines cross under gravity-flow sewer lines, the sewer pipe, for a distance of at least 10 feet each side of the crossing, shall be fully encased in concrete or shall be made of pressure pipe with no joint located within 3 feet horizontally of the crossing. Water lines shall in all cases cross above sewage force mains or inverted siphons and shall be not less than 2 feet above the sewer main. Joints in the sewer main, closer horizontally than 3 feet to the crossing, shall be encased in concrete.

3.1.2.2 Water Lines

Water lines shall not be laid in the same trench with sewer lines, gas lines, fuel lines, or electric wiring.

3.1.2.3 Nonferrous Metallic Pipe

Where nonferrous metallic pipe, e.g. copper tubing, crosses any ferrous piping material, a minimum vertical separation of 12 inches shall be maintained between pipes.

3.1.2.4 Casing Pipe

Water pipe shall be encased in a sleeve of rigid conduit for the lengths beneath the airfield pavement. Sleeves under railroads shall be in accordance with the criteria contained in AREMA Manual, Part 5. Where

sleeves are required, in all other cases, the pipe sleeve shall be steel, manufactured in accordance with AWWA C200, ASTM A 36/A 36M, , with a minimum wall thickness of 0.25 . A minimum clearance of at least 2 inches between the inner wall of the sleeve and the maximum outside diameter of the sleeved pipe and joints shall be provided. Sand bedding or suitable pipe support shall be provided for the water pipe through the sleeve.

3.1.2.5 Structures

Where water pipe is required to be installed within 3 feet of existing structures, the water pipe shall be sleeved as required in Paragraph "Casing Pipe". The Contractor shall install the water pipe and sleeve ensuring that there will be no damage to the structures and no settlement or movement of foundations or footings.

3.1.3 Joint Deflection

3.1.3.1 Allowable for Ductile-Iron Pipe

The maximum allowable deflection shall be as given in AWWA C600. If the alignment requires deflection in excess of the above limitations, special bends or a sufficient number of shorter lengths of pipe shall be furnished to provide angular deflections within the limit set forth.

3.1.4 Placing and Laying

Pipe and accessories shall be carefully lowered into the trench by means of derrick, ropes, belt slings, or other authorized equipment. Water-line materials shall not be dropped or dumped into the trench. Abrasion of the pipe coating shall be avoided. Except where necessary in making connections with other lines or as authorized by the Contracting Officer, pipe shall be laid with the bells facing in the direction of laying. The full length of each section of pipe shall rest solidly upon the pipe bed, with recesses excavated to accommodate bells, couplings, and joints. Pipe that has the grade or joint disturbed after laying shall be taken up and relaid. Pipe shall not be laid in water or when trench conditions are unsuitable for the work. Water shall be kept out of the trench until joints are complete. When work is not in progress, open ends of pipe, fittings, and valves shall be securely closed so that no trench water, earth, or other substance will enter the pipes or fittings. Where any part of the coating or lining is damaged, the repair shall be made by and at the Contractor's expense in a satisfactory manner. Pipe ends left for future connections shall be valved, plugged, or capped, and anchored, as shown.

3.1.4.1 Piping Connections

Where connections are made between new work and existing mains, the connections shall be made by using specials and fittings to suit the actual conditions. When made under pressure, these connections shall be installed using standard methods as approved by the Contracting Officer. Connections to existing asbestos-cement pipe shall be made in accordance with ACPPA 1344.

3.1.4.2 Penetrations

Pipe passing through walls of valve pits and structures shall be provided with ductile-iron or Schedule 40 steel wall sleeves. Annular space between walls and sleeves shall be filled with rich cement mortar. Annular space between pipe and sleeves shall be filled with mastic.

3.1.4.3 Flanged Pipe

Flanged pipe shall only be installed above ground or with the flanges in valve pits.

3.1.5 Jointing

3.1.5.1 Ductile-Iron Pipe Requirements

Mechanical and push-on type joints shall be installed in accordance with AWWA C600 for buried lines or AWWA C606 for grooved and shouldered pipe above ground or in pits.

3.1.5.2 Transition Fittings

Connections between different types of pipe and accessories shall be made with transition fittings approved by the Contracting Officer.

3.1.6 Installation of Service Lines

Service lines shall include the pipeline connecting building piping to water distribution lines to the connections with the building service at a point approximately 5 feet outside the building where such building service exists. Where building services are not installed, the Contractor shall terminate the service lines approximately 5 feet from the site of the proposed building at a point designated by the Contracting Officer. Such service lines shall be closed with plugs or caps. All service stops and valves shall be provided with service boxes. Service lines shall be constructed in accordance with the following requirements:

3.1.6.1 Service Lines Larger than 2 Inches

Service lines larger than 2 inches shall be connected to the main by a tapped saddle, tapping sleeve and valve, service clamp or reducing tee, depending on the main diameter and the service line diameter, and shall have a gate valve. Lines 3 inches and larger may use gate valves.

3.1.7 Setting of Fire Hydrants, Valves and Valve Boxes

3.1.7.1 Location of Fire Hydrants

Fire hydrants shall be located and installed as shown. Each hydrant shall be connected to the main with a 6 inch branch line having at least as much cover as the distribution main. Hydrants shall be set plumb with pumper nozzle facing the roadway, with the center of the lowest outlet not less than 18 inches above the finished surrounding grade, and the operating nut not more than 48 inches above the finished surrounding grade. Fire hydrants designated on the drawings as low profile shall have the lowest outlet not less than 18 inches above the finished surrounding grade, the top of the hydrant not more than 24 inches above the finished surrounding grade. Except where approved otherwise, the backfill around hydrants shall be thoroughly compacted to the finished grade immediately after installation to obtain beneficial use of the hydrant as soon as practicable. The hydrant shall be set upon a slab of concrete not less than 4 inches thick and 15 inches square. Not less than 7 cubic feet of free-draining broken stone or gravel shall be placed around and beneath the waste opening of dry barrel hydrants to ensure drainage.

3.1.7.2 Location of Valves

After delivery, valves, including those in hydrants, shall be drained to prevent freezing and shall have the interiors cleaned of all foreign matter before installation. Stuffing boxes shall be tightened and hydrants and valves shall be fully opened and fully closed to ensure that all parts are in working condition. Check, pressure reducing, vacuum, and air relief valves shall be installed in valve pits. Valves and valve boxes shall be installed where shown or specified, and shall be set plumb. Valve boxes shall be centered on the valves. Boxes shall be installed over each outside gate valve unless otherwise shown. Where feasible, valves shall be located outside the area of roads and streets. Earth fill shall be tamped around each valve box or pit to a distance of 4 feet on all sides of the box, or the undisturbed trench face if less than 4 feet.

3.1.8 Tapped Tees and Crosses

Tapped tees and crosses for future connections shall be installed where shown.

3.1.9 Thrust Restraint

Plugs, caps, tees and bends deflecting 11.25 degrees or more, either vertically or horizontally, on waterlines 4 inches in diameter or larger, and fire hydrants shall be provided with thrust restraints. Valves shall be securely anchored or shall be provided with thrust restraints to prevent movement. Thrust restraints shall be either thrust blocks or, for ductile-iron pipes, restrained joints.

3.1.9.1 Thrust Blocks

Thrust blocking shall be concrete of a mix not leaner than: 1 cement, 2-1/2 sand, 5 gravel; and having a compressive strength of not less than 2,000 psi after 28 days. Blocking shall be placed between solid ground and the hydrant or fitting to be anchored. Unless otherwise indicated or directed, the base and thrust bearing sides of thrust blocks shall be poured directly against undisturbed earth. The sides of thrust blocks not subject to thrust may be poured against forms. The area of bearing shall be as shown or as directed. Blocking shall be placed so that the fitting joints will be accessible for repair. Steel rods and clamps, protected by galvanizing or by coating with bituminous paint, shall be used to anchor vertical down bends into gravity thrust blocks.

3.1.9.2 Restrained Joints

For ductile-iron pipe, restrained joints shall be designed by the Contractor or the pipe manufacturer in accordance with DIPRA TRD. Restrained joints shall be manufactured by the pipe manufacturer.

3.2 HYDROSTATIC TESTS

Where any section of a water line is provided with concrete thrust blocking for fittings or hydrants, the hydrostatic tests shall not be made until at least 5 days after installation of the concrete thrust blocking, unless otherwise approved. The Contractor shall submit for approval a Waste Water Disposal Plan for this and other tests.

3.2.1 Pressure Test

After the pipe is laid, the joints completed, fire hydrants permanently installed, and the trench partially backfilled leaving the joints exposed for examination, the newly laid piping or any valved section of piping shall, unless otherwise specified, be subjected for 1 hour to a hydrostatic pressure test of 200 psi. Water supply lines designated on the drawings shall be subjected for 1 hour to a hydrostatic pressure test of 200 psi. Each valve shall be opened and closed several times during the test. Exposed pipe, joints, fittings, hydrants, and valves shall be carefully examined during the partially open trench test. Joints showing visible leakage shall be replaced or remade as necessary. Cracked or defective pipe, joints, fittings, hydrants and valves discovered in consequence of this pressure test shall be removed and replaced with sound material, and the test shall be repeated until the test results are satisfactory. The requirement for the joints to remain exposed for the hydrostatic tests may be waived by the Contracting Officer when one or more of the following conditions is encountered:

- a. Wet or unstable soil conditions in the trench.
- b. Compliance would require maintaining barricades and walkways around and across an open trench in a heavily used area that would require continuous surveillance to assure safe conditions.
- c. Maintaining the trench in an open condition would delay completion of the project.

The Contractor may request a waiver, setting forth in writing the reasons for the request and stating the alternative procedure proposed to comply with the required hydrostatic tests. Backfill placed prior to the tests shall be placed in accordance with the requirements of Section 02300 EARTHWORK.

3.2.2 Leakage Test

Leakage test shall be conducted after the pressure tests have been satisfactorily completed. The duration of each leakage test shall be at least 2 hours, and during the test the water line shall be subjected to not less than 200 psi pressure. Water supply lines designated on the drawings shall be subjected to a pressure equal to 200 psi. Leakage is defined as the quantity of water to be supplied into the newly laid pipe, or any valved or approved section, necessary to maintain pressure within 5 psi of the specified leakage test pressure after the pipe has been filled with water and the air expelled. Piping installation will not be accepted if leakage exceeds the allowable leakage which is determined by the following formula:

$$L = 0.0001351ND(P \text{ raised to } 0.5 \text{ power})$$

L = Allowable leakage in gallons per hour

N = Number of joints in the length of pipeline tested

D = Nominal diameter of the pipe in inches

P = Average test pressure during the leakage test, in psi gauge

Should any test of pipe disclose leakage greater than that calculated by the above formula, the defective joints shall be located and repaired until the leakage is within the specified allowance, without additional cost to the Government.

3.2.3 Time for Making Test

Except for joint material setting or where concrete thrust blocks necessitate a 5-day delay, pipelines jointed with rubber gaskets, mechanical or push-on joints, or couplings may be subjected to hydrostatic pressure, inspected, and tested for leakage at any time after partial completion of backfill. Cement-mortar lined pipe may be filled with water as recommended by the manufacturer before being subjected to the pressure test and subsequent leakage test.

3.2.4 Concurrent Hydrostatic Tests

The Contractor may elect to conduct the hydrostatic tests using either or both of the following procedures. Regardless of the sequence of tests employed, the results of pressure tests, leakage tests, and disinfection shall be as specified. Replacement, repair or retesting required shall be accomplished by the Contractor at no additional cost to the Government.

- a. Pressure test and leakage test may be conducted concurrently.
- b. Hydrostatic tests and disinfection may be conducted concurrently, using the water treated for disinfection to accomplish the hydrostatic tests. If water is lost when treated for disinfection and air is admitted to the unit being tested, or if any repair procedure results in contamination of the unit, disinfection shall be reaccomplished.

3.3 BACTERIOLOGICAL DISINFECTION

3.3.1 Disinfection Procedure

Before acceptance of potable water operation, each unit of completed waterline shall be disinfected as prescribed by AWWA C651.

3.3.2 Sampling

From several points in the unit, personnel from the Contractor's commercial laboratory shall take at least 3 water samples from different points, approved by the Contracting Officer, in proper sterilized containers and perform a bacterial examination in accordance with state approved methods. The commercial laboratory shall be certified by the state's approving authority for examination of potable water.

3.3.3 Acceptance Requirements

The disinfection shall be repeated until tests indicate the absence of pollution for at least 2 full days. The unit will not be accepted until satisfactory bacteriological results have been obtained.

3.4 CLEANUP

Upon completion of the installation of water lines, and appurtenances, all debris and surplus materials resulting from the work shall be removed. The Contractor shall submit a statement of Satisfactory Installation as specified in the Submittals paragraph.

-- End of Section --

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SECTION 02630

STORM DRAINAGE

07/03

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
(AASHTO)

AASHTO M 198 (2003) Joints for Concrete Pipe, Manholes
and Precast Box Sections Using Preformed
Flexible Joint Sealants

ASTM INTERNATIONAL (ASTM)

ASTM A 123/A 123M (2002) Zinc (Hot-Dip Galvanized) Coatings
on Iron and Steel Products

ASTM A 48/A 48M (2000) Gray Iron Castings

ASTM A 536 (1984; R 1999e1) Ductile Iron Castings

ASTM B 26/B 26M (2003) Aluminum-Alloy Sand Castings

ASTM C 231 (2003) Air Content of Freshly Mixed
Concrete by the Pressure Method

ASTM C 270 (2003) Mortar for Unit Masonry

ASTM C 443 (2002) Joints for Concrete Pipe and
Manholes, Using Rubber Gaskets

ASTM C 478 (2003) Precast Reinforced Concrete Manhole
Sections

ASTM C 506 (2002) Reinforced Concrete Arch Culvert,
Storm Drain, and Sewer Pipe

ASTM C 507 (2002) Reinforced Concrete Elliptical
Culvert, Storm Drain, and Sewer Pipe

ASTM C 76 (2003) Reinforced Concrete Culvert, Storm
Drain, and Sewer Pipe

ASTM C 923 (2002) Resilient Connectors Between
Reinforced Concrete Manhole Structures,
Pipes and Laterals

ASTM D 1557 (2002) Laboratory Compaction
Characteristics of Soil Using Modified
Effort (56,000 ft-lbf/cu. ft. (2,700

kN-m/cu.m.))

ASTM D 2167	(1994; R 2001) Density and Unit Weight of Soil in Place by the Rubber Balloon Method
ASTM D 2922	(2001) Density of Soil and Soil-Aggregate in Place by Nuclear Methods (Shallow Depth)
ASTM D 3017	(2001) Water Content of Soil and Rock in Place by Nuclear Methods (Shallow Depth)

1.2 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

SD-03 Product Data

Placing Pipe

Printed copies of the manufacturer's recommendations for installation procedures of the material being placed, prior to installation.

SD-07 Certificates

Hydrostatic Test on Watertight Joints
Determination of Density
Frame and Cover for Gratings

Certified copies of test reports demonstrating conformance to applicable pipe specifications, before pipe is installed.
Certification on the ability of frame and cover or gratings to carry the imposed live load.

1.3 DELIVERY, STORAGE, AND HANDLING

1.3.1 Delivery and Storage

Materials delivered to site shall be inspected for damage, unloaded, and stored with a minimum of handling. Materials shall not be stored directly on the ground. The inside of pipes and fittings shall be kept free of dirt and debris. The Contractor shall have a copy of the manufacturer's instructions available at the construction site at all times and shall follow these instructions unless directed otherwise by the Contracting Officer. Solvents in use shall be discarded when the recommended pot life is exceeded.

1.3.2 Handling

Materials shall be handled in a manner that ensures delivery to the trench in sound, undamaged condition. Pipe shall be carried to the trench, not dragged.

PART 2 PRODUCTS

2.1 PIPE FOR STORM DRAINS

Pipe for storm drains shall conform to the requirements specified.

2.1.1 Concrete Pipe

ASTM C 76.

2.1.1.1 Reinforced Arch Storm Drainpipe

ASTM C 506.

2.1.1.2 Reinforced Elliptical Storm Drainpipe

ASTM C 507.

2.2 MISCELLANEOUS MATERIALS

2.2.1 Concrete

Unless otherwise specified, concrete and reinforced concrete shall have a minimum 28-day compressive strength of 3500 psi and shall conform to the requirements under Section 02753A CONCRETE PAVEMENT FOR AIRFIELDS AND OTHER HEAVY-DUTY PAVEMENTS. The concrete mixture shall have air content by volume of concrete, based on measurements made immediately after discharge from the mixer, of 5 to 7 percent when maximum size of coarse aggregate exceeds 1-1/2 inches. Air content shall be determined in accordance with ASTM C 231. The concrete covering over steel reinforcing shall not be less than 1-1/2 inches thick for walls and flooring. Concrete covering deposited directly against the ground shall have a thickness of at least 3 inches between steel and ground.

2.2.2 Mortar

Mortar for connections to drainage structures shall conform to ASTM C 270, Type M, except that the maximum placement time shall be 1 hour. The quantity of water in the mixture shall be sufficient to produce a stiff workable mortar but in no case shall exceed 5 gallons of water per sack of cement. Water shall be clean and free of harmful acids, alkalies, and organic impurities. The mortar shall be used within 30 minutes after the ingredients are mixed with water.

2.2.3 Precast Reinforced Concrete Manholes

Precast reinforced concrete manholes shall conform to ASTM C 478. Joints between precast concrete risers and tops shall be full-bedded in cement mortar and shall be smoothed to a uniform surface on both interior and exterior of the structure.

2.2.4 Frame and Cover for Gratings

Frame and cover for gratings shall be cast gray iron, ASTM A 48/A 48M, Class 35B; cast ductile iron, ASTM A 536, Grade 65-45-12; or cast aluminum, ASTM B 26/B 26M, Alloy 356.OT6. Weight, shape, size, and waterway openings for grates shall be as indicated on the plans.

2.2.5 Joints

2.2.5.1 Flexible Watertight Joints

- a. Materials: Flexible watertight joints shall be made with plastic or rubber-type gaskets for concrete pipe. The design of joints and the physical requirements for plastic gaskets shall conform to AASHTO M 198, and rubber-type gaskets shall conform to ASTM C 443. Gaskets shall have not more than one factory-fabricated splice, except that two factory-fabricated splices of the rubber-type gasket are permitted if the nominal diameter of the pipe being gasketed exceeds 54 inches.
- b. Test Requirements: Watertight joints shall be tested and shall meet test requirements of paragraph HYDROSTATIC TEST ON WATERTIGHT JOINTS. Rubber gaskets shall comply with the oil resistant gasket requirements of ASTM C 443. Certified copies of test results shall be delivered to the Contracting Officer before gaskets or jointing materials are installed. Alternate types of watertight joint may be furnished, if specifically approved.

2.3 STEEL LADDER

Steel ladder shall be provided where the depth of the manhole exceeds 12 feet. These ladders shall be not less than 16 inches in width, with 3/4 inch diameter rungs spaced 12 inches apart. The two stringers shall be a minimum 3/8 inch thick and 2-1/2 inches wide. Ladders and inserts shall be galvanized after fabrication in conformance with ASTM A 123/A 123M.

2.4 RESILIENT CONNECTORS

Flexible, watertight connectors used for connecting pipe to manholes and inlets shall conform to ASTM C 923.

2.5 HYDROSTATIC TEST ON WATERTIGHT JOINTS

2.5.1 Concrete Pipe

A hydrostatic test shall be made on the watertight joint types as proposed. Only one sample joint of each type needs testing; however, if the sample joint fails because of faulty design or workmanship, an additional sample joint may be tested. During the test period, gaskets or other jointing material shall be protected from extreme temperatures which might adversely affect the performance of such materials. Performance requirements for joints in reinforced concrete pipe shall conform to AASHTO M 198 or ASTM C 443.

PART 3 EXECUTION

3.1 EXCAVATION FOR STORM DRAINS AND DRAINAGE STRUCTURES

Excavation of trenches, and for appurtenances and backfilling for storm

drains, shall be in accordance with the applicable portions of Section 02300 EARTHWORK and the requirements specified below.

3.1.1 Trenching

Sheeting and bracing, where required, shall be placed within the trench width as specified. Contractor shall not overexcavate.

3.1.2 Removal of Unstable Material

Where wet or otherwise unstable soil incapable of properly supporting the pipe, as determined by the Contracting Officer, is unexpectedly encountered in the bottom of a trench, such material shall be removed to the depth required and replaced to the proper grade with select granular material, compacted as provided in paragraph BACKFILLING. When removal of unstable material is due to the fault or neglect of the Contractor while performing shoring and sheeting, water removal, or other specified requirements, such removal and replacement shall be performed at no additional cost to the Government.

3.2 BEDDING

The bedding surface for the pipe shall provide a firm foundation of uniform density throughout the entire length of the pipe.

3.2.1 Concrete Pipe Requirements

When no bedding class is specified or detailed on the drawings, concrete pipe shall be bedded in a soil foundation accurately shaped and rounded to conform to the lowest one-fourth of the outside portion of circular pipe or to the lower curved portion of pipe arch for the entire length of the pipe or pipe arch. When necessary, the bedding shall be tamped. Bell holes and depressions for joints shall be not more than the length, depth, and width required for properly making the particular type of joint.

3.3 PLACING PIPE

Each pipe shall be thoroughly examined before being laid; defective or damaged pipe shall not be used. Pipelines shall be laid to the grades and alignment indicated. Proper facilities shall be provided for lowering sections of pipe into trenches. Pipe shall not be laid in water, and pipe shall not be laid when trench conditions or weather are unsuitable for such work. Diversion of drainage or dewatering of trenches during construction shall be provided as necessary.

3.3.1 Concrete Pipe

Laying shall proceed upgrade with spigot ends of bell-and-spigot pipe and tongue ends of tongue-and-groove pipe pointing in the direction of the flow.

3.3.2 Elliptical Reinforced Concrete Pipe

The manufacturer's reference lines, designating the top of the pipe, shall be within 5 degrees of a vertical plane through the longitudinal axis of the pipe, during placement. Damage to or misalignment of the pipe shall be prevented in all backfilling operations.

3.4 JOINTING

3.4.1 Concrete Pipe

3.4.1.1 Flexible Watertight Joints

Gaskets and jointing materials shall be as recommended by the particular manufacturer in regard to use of lubricants, cements, adhesives, and other special installation requirements. Surfaces to receive lubricants, cements, or adhesives shall be clean and dry. Gaskets and jointing materials shall be affixed to the pipe not more than 24 hours prior to the installation of the pipe, and shall be protected from the sun, blowing dust, and other deleterious agents at all times. Gaskets and jointing materials shall be inspected before installing the pipe; any loose or improperly affixed gaskets and jointing materials shall be removed and replaced. The pipe shall be aligned with the previously installed pipe, and the joint pushed home. If, while the joint is being made the gasket becomes visibly dislocated the pipe shall be removed and the joint remade.

3.5 DRAINAGE STRUCTURES

3.5.1 Manholes and Inlets

Construction shall be of reinforced concrete, precast reinforced concrete, ; complete with frames and covers or gratings; and with fixed galvanized steel ladders where indicated. Pipe connections to concrete manholes and inlets shall be made with flexible, watertight connectors.

3.6 STEEL LADDER INSTALLATION

Ladder shall be adequately anchored to the wall by means of steel inserts spaced not more than 6 feet vertically, and shall be installed to provide at least 6 inches of space between the wall and the rungs. The wall along the line of the ladder shall be vertical for its entire length.

3.7 BACKFILLING

3.7.1 Backfilling Pipe in Trenches

After the pipe has been properly bedded, selected material from excavation or borrow, at a moisture content that will facilitate compaction, shall be placed along both sides of pipe in layers not exceeding 6 inches in compacted depth. The backfill shall be brought up evenly on both sides of pipe for the full length of pipe. The fill shall be thoroughly compacted under the haunches of the pipe. Each layer shall be thoroughly compacted with mechanical tampers or rammers. This method of filling and compacting shall continue until the fill has reached an elevation of at least 12 inches above the top of the pipe. The remainder of the trench shall be backfilled and compacted by spreading and rolling or compacted by mechanical rammers or tampers in layers not exceeding 12 inches. Tests for density shall be made as necessary to ensure conformance to the compaction requirements specified below. Where it is necessary, in the opinion of the Contracting Officer, that sheeting or portions of bracing used be left in place, the contract will be adjusted accordingly. Untreated sheeting shall not be left in place beneath structures or pavements.

3.7.2 Backfilling Pipe in Fill Sections

For pipe placed in fill sections, backfill material and the placement and compaction procedures shall be as specified below. The fill material shall be uniformly spread in layers longitudinally on both sides of the pipe, not exceeding 6 inches in compacted depth, and shall be compacted by rolling parallel with pipe or by mechanical tamping or ramming. Prior to commencing normal filling operations, the crown width of the fill at a height of 12 inches above the top of the pipe shall extend a distance of not less than twice the outside pipe diameter on each side of the pipe or 12 feet, whichever is less. After the backfill has reached at least 12 inches above the top of the pipe, the remainder of the fill shall be placed and thoroughly compacted in layers not exceeding 12 inches.

3.7.3 Movement of Construction Machinery

When compacting by rolling or operating heavy equipment parallel with the pipe, displacement of or injury to the pipe shall be avoided. Movement of construction machinery over a culvert or storm drain at any stage of construction shall be at the Contractor's risk. Any damaged pipe shall be repaired or replaced.

3.7.4 Compaction

3.7.4.1 General Requirements

Cohesionless materials include gravels, gravel-sand mixtures, sands, and gravelly sands. Cohesive materials include clayey and silty gravels, gravel-silt mixtures, clayey and silty sands, sand-clay mixtures, clays, silts, and very fine sands. When results of compaction tests for moisture-density relations are recorded on graphs, cohesionless soils will show straight lines or reverse-shaped moisture-density curves, and cohesive soils will show normal moisture-density curves.

3.7.4.2 Minimum Density

Backfill over and around the pipe and backfill around and adjacent to drainage structures shall be compacted at the approved moisture content to the following applicable minimum density, which will be determined as specified below.

- a. Under airfield pavements, paved roads, streets, parking areas, and similar-use pavements including adjacent shoulder areas, the density shall be not less than 90 percent of maximum density for cohesive material and 95 percent of maximum density for cohesionless material, up to the elevation where requirements for pavement subgrade materials and compaction shall control.
- b. Under unpaved or turfed traffic areas, density shall not be less than 90 percent of maximum density for cohesive material and 95 percent of maximum density for cohesionless material.
- c. Under nontraffic areas, density shall be not less than that of the surrounding material.

3.7.5 Determination of Density

Testing shall be the responsibility of the Contractor and performed at no additional cost to the Government. Testing shall be performed by an

approved commercial testing laboratory or by the Contractor subject to approval. Tests shall be performed in sufficient number to ensure that specified density is being obtained. Laboratory tests for moisture-density relations shall be made in accordance with ASTM D 1557 except that mechanical tampers may be used provided the results are correlated with those obtained with the specified hand tamper. Field density tests shall be determined in accordance with ASTM D 2167 or ASTM D 2922. When ASTM D 2922 is used, the calibration curves shall be checked and adjusted, if necessary, using the sand cone method as described in paragraph Calibration of the referenced publications. ASTM D 2922 results in a wet unit weight of soil and when using this method ASTM D 3017 shall be used to determine the moisture content of the soil. The calibration curves furnished with the moisture gauges shall be checked along with density calibration checks as described in ASTM D 3017 or ASTM D 2922. Test results shall be furnished the Contracting Officer. The calibration checks of both the density and moisture gauges shall be made at the beginning of a job on each different type of material encountered and at intervals as directed.

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SECTION 02721A

SUBBASE AND RIGID BASE COURSES

03/97

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to in the text by basic designation only.

ASTM INTERNATIONAL (ASTM)

ASTM C 117	(2003) Materials Finer Than 75 micrometer (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C 131	(2003) Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C 136	(2001) Sieve Analysis of Fine and Coarse Aggregates
ASTM D 1556	(2000) Density and Unit Weight of Soil in Place by the Sand-Cone Method
ASTM D 1557	(2002) Laboratory Compaction Characteristics of Soil Using Modified Effort (56,000 ft-lbf/cu. ft. (2,700 kN-m/cu.m.))
ASTM D 2487	(2000) Soils for Engineering Purposes (Unified Soil Classification System)
ASTM D 2922	(2001) Density of Soil and Soil-Aggregate in Place by Nuclear Methods (Shallow Depth)
ASTM D 3017	(2001) Water Content of Soil and Rock in Place by Nuclear Methods (Shallow Depth)
ASTM D 422	(1963; R 2002) Particle-Size Analysis of Soils
ASTM D 4318	(2000) Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D 75	(2003) Sampling Aggregates
ASTM E 11	(2001) Wire Cloth and Sieves for Testing Purposes

1.2 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only. When

used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

SD-03 Product Data

Equipment; G-AE

List of proposed equipment to be used in performance of construction work, including descriptive data.

SD-06 Test Reports

Sampling and Testing; G-AE

Copies of initial and in-place test results.

1.3 DEGREE OF COMPACTION

Degree of compaction is a percentage of the maximum density obtained by the test procedure presented in ASTM D 1557 . In this specification, degree of compaction shall be a percentage of laboratory maximum density.

1.4 SAMPLING AND TESTING

Sampling and testing shall be the responsibility of the Contractor. Sampling and testing shall be performed by an approved testing laboratory in accordance with Section 01451 CONTRACTOR QUALITY CONTROL. Tests shall be performed at the specified frequency. No work requiring testing will be permitted until the testing laboratory has been inspected and approved. The materials shall be tested to establish compliance with the specified requirements.

1.4.1 Sampling

Samples for laboratory testing shall be taken in conformance with ASTM D 75. When deemed necessary, the sampling will be observed by the Contracting Officer.

1.4.2 Tests

1.4.2.1 Sieve Analysis

Sieve analysis shall be made in conformance with ASTM C 117 and ASTM C 136 and ASTM D 422. Sieves shall conform to ASTM E 11.

1.4.2.2 Liquid Limit and Plasticity Index

Liquid limit and plasticity index shall be determined in accordance with ASTM D 4318.

1.4.2.3 Moisture-Density Determinations

The maximum density and optimum moisture shall be determined in accordance with ASTM D 1557.

1.4.2.4 Density Tests

Density shall be field measured in accordance with ASTM D 1556 or ASTM D

2922. The calibration curves shall be checked and adjusted, if necessary, using only the sand cone method as described in paragraph Calibration, of the ASTM publication. Tests performed in accordance with ASTM D 2922 result in a wet unit weight of soil and, when using this method, ASTM D 3017 shall be used to determine the moisture content of the soil. The calibration curves furnished with the moisture gauges shall also be checked along with density calibration checks as described in ASTM D 3017.

The calibration checks of both the density and moisture gauges shall be made by the prepared containers of material method, as described in paragraph Calibration, in ASTM D 2922, on each different type of material to be tested at the beginning of a job and at intervals as directed.

1.4.2.5 Wear Test

Wear tests shall be made on subbase and rigid base course material in conformance with ASTM C 131.

1.4.2.6 Soundness

Soundness tests shall be made on subbase and rigid base course material in accordance with ASTM C 88.

1.4.3 Testing Frequency

1.4.3.1 Initial Tests

One of each of the following tests shall be performed on the proposed material prior to commencing construction to demonstrate that the proposed material meets all specified requirements prior to installation.

- a. Sieve Analysis including 0.02 mm size material
- b. Liquid limit and plasticity index moisture-density relationship
- c. Wear
- d. Moisture-Density Relationship
- e. Soundness.

1.4.3.2 In-Place Tests

One of each of the following tests shall be performed on samples taken from the placed and compacted subbase and rigid base courses. Samples shall be taken for each 1000 square yards of each layer of material placed in each area.

- a. Sieve Analysis including 0.02 mm size material
- b. Field Density
- c. Moisture liquid limit and plasticity index

1.4.4 Approval of Material

The source of the material shall be selected 30 days prior to the time the material will be required in the work. Approval of the materials will be based on tests for gradation, liquid limit, and plasticity index performed on samples taken from the completed and compacted subbase and rigid base course.

1.5 WEATHER LIMITATIONS

Construction shall be done when the atmospheric temperature is above 35 degrees F. When the temperature falls below 35 degrees F, the Contractor

shall protect all completed areas by approved methods against detrimental effects of freezing. Completed areas damaged by freezing, rainfall, or other weather conditions shall be corrected to meet specified requirements.

1.6 EQUIPMENT

All plant, equipment, and tools used in the performance of the work will be subject to approval before the work is started and shall be maintained in satisfactory working condition at all times. The equipment shall be adequate and shall have the capability of producing the required compaction, meeting grade controls, thickness control, and smoothness requirements as set forth herein.

PART 2 PRODUCTS

2.1 MATERIALS

2.1.1 Subbase and Rigid Base Course

Aggregates shall consist of crushed stone or slag, gravel, shell, sand, or other sound, durable, approved materials processed and blended or naturally combined. Aggregates shall be durable and sound, free from lumps and balls of clay, organic matter, objectionable coatings, and other foreign material. Material retained on the No. 4 sieve shall have a percentage of wear not to exceed 50 percent after 500 revolutions when tested as specified in ASTM C 131. Aggregate shall be reasonably uniform in density and quality. Aggregates shall have a maximum size of 1.5 inch and shall be within the limits specified as follows:

Maximum Allowable Percentage by Weight Passing Square-Mesh Sieve		
Sieve Designation	Subbase Course	Rigid Base Course
No. 10	50	85
No. 200	15	15

Particles having diameters less than 0.0008 inches shall not be in excess of 3 percent by weight of the total sample tested as determined in accordance with ASTM D 422. The portion of any blended component and of the completed course passing the No. 40 sieve shall be either nonplastic or shall have a liquid limit not greater than 25 and a plasticity index not greater than 5.

2.1.2 Recycled Portland Cement Concrete

Recycled portland cement concrete from the removal operations may be used for subbase and base course material provided the recycled material conforms to all criteria stated within this section. The Contractor shall verify that the recycled portland cement concrete is not ASR reactive. The Contractor shall use ASTM C 1260 to determine if the recycled portland cement concrete is ASR reactive. Recycled portland cement concrete found to be reactive using the methods in ASTM C 1260 shall not be used for subbase, base course, or fill material.

PART 3 EXECUTION

3.1 OPERATION OF AGGREGATE SOURCES

All clearing, stripping and excavating work involved in the opening or

operation of aggregate sources shall be performed by the Contractor. Aggregate sources shall be opened to working depth in a manner that produces excavation faces that are as nearly vertical as practicable for the materials being excavated. Materials excavated from aggregate sources shall be obtained in successive cuts extending through all exposed strata. All pockets or strata of unsuitable materials overlying or occurring in the deposit shall be wasted as directed. The methods of operating aggregate sources and the processing and blending of the material may be changed or modified by the Contracting Officer, when necessary, in order to obtain material conforming to specified requirements. Upon completion of work, aggregate sources on Government reservations shall be conditioned to drain readily, and shall be left in a satisfactory condition. Aggregate sources on private lands shall be conditioned in agreement with local laws and authorities.

3.2 STOCKPILING MATERIAL

Prior to stockpiling of material, storage sites shall be cleared and leveled by the Contractor. All materials, including approved material available from excavation and grading, shall be stockpiled in the manner and at the locations designated. Aggregates shall be stockpiled on the cleared and leveled areas designated by the Contracting Officer so as to prevent segregation. Materials obtained from different sources shall be stockpiled separately.

3.3 PREPARATION OF UNDERLYING MATERIAL

Prior to constructing the subbase or subgrade course, the underlying course or subgrade shall be cleaned of all foreign substances. The surface of the underlying course or subgrade shall meet specified compaction and surface tolerances. Ruts, or soft yielding spots, in the underlying courses, subgrade areas having inadequate compaction, and deviations of the surface from the specified requirements, shall be corrected by loosening and removing soft or unsatisfactory material and by adding approved material, reshaping to line and grade, and recompact to specified density requirements. For cohesionless underlying courses or subgrades containing sands or gravels, as defined in ASTM D 2487, the surface shall be stabilized prior to placement of the subbase course. Stabilization shall be accomplished by mixing subbase-course material into the underlying course, and compacting by approved methods. The stabilized material shall be considered as part of the underlying course and shall meet all requirements for the underlying course. The finished underlying course shall not be disturbed by traffic or other operations and shall be maintained by the Contractor in a satisfactory condition until the subbase course is placed.

3.4 GRADE CONTROL

The finished and completed subbase and rigid base course shall conform to the lines, grades, and cross sections shown. The lines, grades, and cross sections shown shall be maintained by means of line and grade stakes placed by the Contractor at the work site.

3.5 MIXING AND PLACING MATERIALS

The materials shall be mixed and placed to obtain uniformity of the subbase and rigid base material at the water content specified. The Contractor shall make such adjustments in mixing or placing procedures or in equipment as may be directed to obtain the true grades, to minimize segregation and

degradation, to reduce or accelerate loss or increase of water, and to insure a satisfactory subbase and rigid base course.

3.6 LAYER THICKNESS

The compacted thickness of the completed course shall be as indicated. When a compacted layer of 6 inches is specified, the material may be placed in a single layer; when a compacted thickness of more than 6 inches is required, no layer shall exceed 6 inches nor be less than 3 inches when compacted.

3.7 COMPACTION

Each layer of the subbase and rigid base course shall be compacted as specified with approved compaction equipment. Water content shall be maintained during the compaction procedure to within plus or minus 2 percent of optimum water content, as determined from laboratory tests, as specified in paragraph SAMPLING AND TESTING. In all places not accessible to the rollers, the mixture shall be compacted with hand-operated power tampers. Compaction shall continue until each layer is compacted through the full depth to at least 100 percent of laboratory maximum density as per ASTM D 1557 Modified Proctor. The Contractor shall make such adjustments in compacting or finishing procedures as may be directed to obtain true grades, to minimize segregation and degradation, to reduce or increase water content, and to ensure a satisfactory subbase and rigid base course. Any materials that are found to be unsatisfactory shall be removed and replaced with satisfactory material or reworked, as directed, to meet the requirements of this specification.

3.8 EDGES

Approved material shall be placed along the edges of the subbase and rigid base course in such quantity as will compact to the thickness of the course being constructed. When the course is being constructed in two or more layers, at least a 1 foot width of the shoulder shall be rolled and compacted simultaneously with the rolling and compacting of each layer of the subbase and rigid base course, as directed.

3.9 SMOOTHNESS TEST

The surface of each layer shall not show deviations in excess of 3/8 inch when tested with a 12 foot straightedge applied parallel with and at right angles to the centerline of the area to be paved. Deviations exceeding this amount shall be corrected by removing material, replacing with new material, or reworking existing material and compacting, as directed.

3.10 THICKNESS CONTROL

The completed thickness of the subbase and rigid base course shall be in accordance with the thickness and grade indicated on the drawings. The thickness of each course shall be measured at intervals providing at least one measurement for each 500 square yards or part thereof of subbase and rigid base course. The thickness measurement shall be made by test holes, at least 3 inches in diameter through the course. The completed subbase and rigid base course shall not be more than 1/2 inch deficient in thickness nor more than 1/2 inch above or below the established grade. Where any of these tolerances are exceeded, the Contractor shall correct such areas by scarifying, adding new material of proper gradation or removing material, and compacting, as directed. Where the measured

thickness is 1/2 inch or more thicker than shown, the course will be considered as conforming with the specified thickness requirements plus 1/2 inch. The average job thickness shall be the average of the job measurements as specified above but within 1/4 inch of the thickness shown.

3.11 MAINTENANCE

The subbase and rigid base course shall be maintained in a satisfactory condition until accepted.

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SECTION 02722A

AGGREGATE BASE COURSE

05/01

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to in the text by basic designation only.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
(AASHTO)

AASHTO T 180 (2001) Moisture-Density Relations of Soils
Using a 4.54-kg (10-lb) Rammer and an
457-mm (18-in) Drop

AASHTO T 224 (2001) Correction for Coarse Particles in
the Soil Compaction Test

ASTM INTERNATIONAL (ASTM)

ASTM C 117 (2003) Materials Finer Than 75 micrometer
(No. 200) Sieve in Mineral Aggregates by
Washing

ASTM C 127 (2001) Density, Relative Density (Specific
Gravity), and Absorption of Coarse
Aggregate

ASTM C 128 (2001e1) Density, Relative Density
(Specific Gravity), and Absorption of Fine
Aggregate

ASTM C 131 (2003) Resistance to Degradation of
Small-Size Coarse Aggregate by Abrasion
and Impact in the Los Angeles Machine

ASTM C 136 (2001) Sieve Analysis of Fine and Coarse
Aggregates

ASTM C 88 (1999a) Soundness of Aggregates by Use of
Sodium Sulfate or Magnesium Sulfate

ASTM D 1556 (2000) Density and Unit Weight of Soil in
Place by the Sand-Cone Method

ASTM D 1557 (2002) Laboratory Compaction
Characteristics of Soil Using Modified
Effort (56,000 ft-lbf/cu. ft. (2,700
kN-m/cu.m.))

ASTM D 2487 (2000) Soils for Engineering Purposes
(Unified Soil Classification System)

ASTM D 2922	(2001) Density of Soil and Soil-Aggregate in Place by Nuclear Methods (Shallow Depth)
ASTM D 3017	(2001) Water Content of Soil and Rock in Place by Nuclear Methods (Shallow Depth)
ASTM D 422	(1963; R 2002) Particle-Size Analysis of Soils
ASTM D 4318	(2000) Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D 75	(2003) Sampling Aggregates
ASTM E 11	(2001) Wire Cloth and Sieves for Testing Purposes

1.2 DEFINITIONS

For the purposes of this specification, the following definitions apply.

1.2.1 Aggregate Base Course

Aggregate base course (ABC) is well graded, durable aggregate uniformly moistened and mechanically stabilized by compaction.

1.2.2 Degree of Compaction

Degree of compaction shall be expressed as a percentage of the maximum density obtained by the test procedure presented in AASHTO T 180, Method D and corrected with AASHTO T 224.

1.3 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

SD-03 Product Data

Plant, Equipment, and Tools; G-AE

List of proposed equipment to be used in performance of construction work, including descriptive data.

SD-06 Test Reports

Sampling and testing; G-AE
Field Density Tests; G-AE

Calibration curves and related test results prior to using the device or equipment being calibrated. Copies of field test results within 24 hours after the tests are performed. Certified copies of test results for approval not less than 30 days before material is required for the work.

1.4 SAMPLING AND TESTING

Sampling and testing shall be the responsibility of the Contractor. Sampling and testing shall be performed by a testing laboratory approved in accordance with Section 01451 CONTRACTOR QUALITY CONTROL. Work requiring testing will not be permitted until the testing laboratory has been inspected and approved. The materials shall be tested to establish compliance with the specified requirements; testing shall be performed at the specified frequency. The Contracting Officer may specify the time and location of the tests. Copies of test results shall be furnished to the Contracting Officer within 24 hours of completion of the tests.

1.4.1 Sampling

Samples for laboratory testing shall be taken in conformance with ASTM D 75. When deemed necessary, the sampling will be observed by the Contracting Officer.

1.4.2 Tests

The following tests shall be performed in conformance with the applicable standards listed.

1.4.2.1 Sieve Analysis

Sieve analysis shall be made in conformance with ASTM C 117 and ASTM C 136. Sieves shall conform to ASTM E 11. Particle-size analysis of the soils shall also be completed in conformance with ASTM D 422.

1.4.2.2 Liquid Limit and Plasticity Index

Liquid limit and plasticity index shall be determined in accordance with ASTM D 4318.

1.4.2.3 Moisture-Density Determinations

The maximum density and optimum moisture content shall be determined in accordance with ASTM D 1557

1.4.2.4 Field Density Tests

Density shall be field measured in accordance with ASTM D 1556 or ASTM D 2922. For the method presented in ASTM D 2922 the calibration curves shall be checked and adjusted if necessary using only the sand cone method as described in paragraph Calibration, of the ASTM publication. Tests performed in accordance with ASTM D 2922 result in a wet unit weight of soil and when using this method, ASTM D 3017 shall be used to determine the moisture content of the soil. The calibration curves furnished with the moisture gauges shall also be checked along with density calibration checks as described in ASTM D 3017. The calibration checks of both the density and moisture gauges shall be made by the prepared containers of material method, as described in paragraph Calibration of ASTM D 2922, on each different type of material being tested at the beginning of a job and at intervals as directed.

1.4.2.5 Wear Test

Wear tests shall be made on ABC course material in conformance with ASTM C 131.

1.4.2.6 Soundness

Soundness tests shall be made on ABC in accordance with ASTM C 88.

1.4.3 Testing Frequency

1.4.3.1 Initial Tests

One of each of the following tests shall be performed on the proposed material prior to commencing construction to demonstrate that the proposed material meets all specified requirements when furnished. If materials from more than one source are going to be utilized, this testing shall be completed for each source.

- a. Sieve Analysis including No. 635 size material.
- b. Liquid limit and plasticity index.
- c. Moisture-density relationship.
- d. Wear.
- e. Soundness.

1.4.3.2 In Place Tests

Each of the following tests shall be performed on samples taken from the placed and compacted ABC. Samples shall be taken and tested at the rates indicated.

a. Density tests shall be performed on every lift of material placed and at a frequency of one set of tests for every 250 square yards, or portion thereof, of completed area.

b. Sieve Analysis including No. 635 size material shall be performed for every 500 tons, or portion thereof, of material placed.

c. Liquid limit and plasticity index tests shall be performed at the same frequency as the sieve analysis.

1.4.4 Approval of Material

The source of the material shall be selected 30 days prior to the time the material will be required in the work. Tentative approval of material will be based on initial test results. Final approval of the materials will be based on sieve analysis, liquid limit, and plasticity index tests performed on samples taken from the completed and fully compacted ABC.

1.5 WEATHER LIMITATIONS

Construction shall be done when the atmospheric temperature is above 35 degrees F. When the temperature falls below 35 degrees F, the Contractor shall protect all completed areas by approved methods against detrimental effects of freezing. Completed areas damaged by freezing, rainfall, or other weather conditions shall be corrected to meet specified requirements.

1.6 PLANT, EQUIPMENT, AND TOOLS

All plant, equipment, and tools used in the performance of the work will be subject to approval before the work is started and shall be maintained in satisfactory working condition at all times. The equipment shall be adequate and shall have the capability of producing the required compaction, meeting grade controls, thickness control, and smoothness requirements as set forth herein.

PART 2 PRODUCTS

2.1 AGGREGATES

The ABC shall consist of clean, sound, durable particles of crushed stone, crushed gravel, crushed recycled concrete, angular sand, or other approved material. ABC shall be free of lumps of clay, organic matter, and other objectionable materials or coatings. The portion retained on the No. 4 sieve shall be known as coarse aggregate; that portion passing the No. 4 sieve shall be known as fine aggregate.

2.1.1 Coarse Aggregate

Coarse aggregates shall be angular particles of uniform density. When the coarse aggregate is supplied from more than one source, aggregate from each source shall meet the specified requirements and shall be stockpiled separately.

a. Crushed Gravel: Crushed gravel shall be manufactured by crushing gravels, and shall meet all the requirements specified below.

b. Crushed Stone: Crushed stone shall consist of freshly mined quarry rock, and shall meet all the requirements specified below.

c. Crushed Recycled Concrete: Crushed recycled concrete shall consist of previously hardened portland cement concrete or other concrete containing pozzolanic binder material. The recycled material shall be free of all reinforcing steel, bituminous concrete surfacing, and any other foreign material and shall be crushed and processed to meet the required gradations for coarse aggregate. Crushed recycled concrete shall meet all other applicable requirements specified below. The Contractor shall verify that the recycled portland cement concrete is not ASR reactive. The Contractor shall use ASTM C 1260 to determine if the recycled portland cement concrete is ASR reactive. Recycled portland cement concrete found to be reactive using the methods in ASTM C 1260 shall not be used for subbase, base course, or fill material.

2.1.1.1 Aggregate Base Course

ABC coarse aggregate shall not show more than 50 percent loss when subjected to the Los Angeles abrasion test in accordance with ASTM C 131. The amount of flat and elongated particles shall not exceed 30 percent. A flat particle is one having a ratio of width to thickness greater than 3; an elongated particle is one having a ratio of length to width greater than 3. In the portion retained on each sieve specified, the crushed aggregates shall contain at least 50 percent by weight of crushed pieces having two or more freshly fractured faces with the area of each face being at least equal to 75 percent of the smallest midsectional area of the piece. When two fractures are contiguous, the angle between planes of the fractures must be at least 30 degrees in order to count as two fractured faces.

Crushed gravel shall be manufactured from gravel particles 50 percent of which, by weight, are retained on the maximum size sieve listed in TABLE 1.

2.1.1.2 Fine Aggregate

Fine aggregates shall be angular particles of uniform density. When the fine aggregate is supplied from more than one source, aggregate from each source shall meet the specified requirements.

2.1.2.1 Aggregate Base Course

ABC fine aggregate shall consist of screenings, angular sand, crushed recycled concrete fines, or other finely divided mineral matter processed or naturally combined with the coarse aggregate.

2.1.3 Gradation Requirements

The specified gradation requirements shall apply to the completed base course. The aggregates shall be continuously well graded within the limits specified in TABLE 1. Sieves shall conform to ASTM E 11.

TABLE I. GRADATION OF AGGREGATES

Percentage by Weight Passing Square-Mesh Sieve

Sieve Designation	No. 1
2 inch	100
1-1/2 inch	70-100
1 inch	45-80
1/2 inch	30-60
No. 4	20-50
No. 10	15-40
No. 40	5-25
No. 200	0-8

NOTE 1: Particles having diameters less than 0.0008 inch shall not be in excess of 3 percent by weight of the total sample tested.

NOTE 2: The values are based on aggregates of uniform specific gravity. If materials from different sources are used for the coarse and fine aggregates, they shall be tested in accordance with ASTM C 127 and ASTM C 128 to determine their specific gravities. If the specific gravities vary by more than 10 percent, the percentages passing the various sieves shall be corrected as directed by the Contracting Officer.

2.1.4 Liquid Limit and Plasticity Index

Liquid limit and plasticity index requirements shall apply to the completed course and shall also apply to any component that is blended to meet the required gradation. The portion of any component or of the completed course passing the No. 40 sieve shall be either nonplastic or have a liquid limit not greater than 25 and a plasticity index not greater than 5.

PART 3 EXECUTION

3.1 GENERAL REQUIREMENTS

When the ABC is constructed in more than one layer, the previously

constructed layer shall be cleaned of loose and foreign matter by sweeping with power sweepers or power brooms, except that hand brooms may be used in areas where power cleaning is not practicable. Adequate drainage shall be provided during the entire period of construction to prevent water from collecting or standing on the working area. Line and grade stakes shall be provided as necessary for control. Grade stakes shall be in lines parallel to the centerline of the area under construction and suitably spaced for string lining.

3.2 OPERATION OF AGGREGATE SOURCES

Aggregates shall be obtained from offsite sources except recycled concrete material.

3.3 STOCKPILING MATERIAL

Prior to stockpiling of material, storage sites shall be cleared and leveled by the Contractor. All materials, including approved material available from excavation and grading, shall be stockpiled in the manner and at the locations designated. Aggregates shall be stockpiled on the cleared and leveled areas designated by the Contracting Officer to prevent segregation. Materials obtained from different sources shall be stockpiled separately.

3.4 PREPARATION OF UNDERLYING COURSE

Prior to constructing the ABC, the underlying course or subgrade shall be cleaned of all foreign substances. At the time of construction of the ABC, the underlying course shall contain no frozen material. The surface of the underlying course or subgrade shall meet specified compaction and surface tolerances. The underlying course shall conform to Section 02300 EARTHWORK and Section 02721A SUBBASE COURSES. Ruts or soft yielding spots in the underlying courses, areas having inadequate compaction, and deviations of the surface from the requirements set forth herein shall be corrected by loosening and removing soft or unsatisfactory material and by adding approved material, reshaping to line and grade, and recompacting to specified density requirements. For cohesionless underlying courses containing sands or gravels, as defined in ASTM D 2487, the surface shall be stabilized prior to placement of the ABC. Stabilization shall be accomplished by mixing ABC into the underlying course and compacting by approved methods. The stabilized material shall be considered as part of the underlying course and shall meet all requirements of the underlying course. The finished underlying course shall not be disturbed by traffic or other operations and shall be maintained by the Contractor in a satisfactory condition until the ABC is placed.

3.5 INSTALLATION

3.5.1 Mixing the Materials

The coarse and fine aggregates shall be mixed in a stationary plant, or in a traveling plant or bucket loader on an approved paved working area. The Contractor shall make adjustments in mixing procedures or in equipment as directed to obtain true grades, to minimize segregation or degradation, to obtain the required water content, and to insure a satisfactory ABC meeting all requirements of this specification.

3.5.2 Placing

The mixed material shall be placed on the prepared subgrade or subbase in layers of uniform thickness with an approved spreader. When a compacted layer 6 inches or less in thickness is required, the material shall be placed in a single layer. When a compacted layer in excess of 6 inches is required, the material shall be placed in layers of equal thickness. No layer shall exceed 6 inches or less than 3 inches when compacted. The layers shall be so placed that when compacted they will be true to the grades or levels required with the least possible surface disturbance. Where the ABC is placed in more than one layer, the previously constructed layers shall be cleaned of loose and foreign matter by sweeping with power sweepers, power brooms, or hand brooms, as directed. Such adjustments in placing procedures or equipment shall be made as may be directed to obtain true grades, to minimize segregation and degradation, to adjust the water content, and to insure an acceptable ABC.

3.5.3 Grade Control

The finished and completed ABC shall conform to the lines, grades, and cross sections shown. Underlying material(s) shall be excavated and prepared at sufficient depth for the required ABC thickness so that the finished ABC with the subsequent surface course will meet the designated grades.

3.5.4 Edges of Base Course

The ABC shall be placed so that the completed section will be a minimum of 1 foot wider, on all sides, than the next layer that will be placed above it. Additionally, approved fill material shall be placed along the outer edges of ABC in sufficient quantities to compact to the thickness of the course being constructed, or to the thickness of each layer in a multiple layer course, allowing in each operation at least a 2 foot width of this material to be rolled and compacted simultaneously with rolling and compacting of each layer of ABC. If this base course material is to be placed adjacent to another pavement section, then the layers for both of these sections shall be placed and compacted along this edge at the same time.

3.5.5 Compaction

Each layer of the ABC shall be compacted as specified with approved compaction equipment. Water content shall be maintained during the compaction procedure to within plus or minus 1 percent of the optimum water content determined from laboratory tests as specified in paragraph SAMPLING AND TESTING. Rolling shall begin at the outside edge of the surface and proceed to the center, overlapping on successive trips at least one-half the width of the roller. Alternate trips of the roller shall be slightly different lengths. Speed of the roller shall be such that displacement of the aggregate does not occur. In all places not accessible to the rollers, the mixture shall be compacted with hand-operated power tampers. Compaction shall continue until each layer has a degree of compaction that is at least 100 percent of laboratory maximum density through the full depth of the layer. The Contractor shall make such adjustments in compacting or finishing procedures as may be directed to obtain true grades, to minimize segregation and degradation, to reduce or increase water content, and to ensure a satisfactory ABC. Any materials that are found to be unsatisfactory shall be removed and replaced with satisfactory material or reworked, as directed, to meet the requirements of this

specification.

3.5.6 Thickness

Compacted thickness of the aggregate course shall be as indicated. No individual layer shall exceed 6 inches nor be less than 3 inches in compacted thickness. The total compacted thickness of the ABC course shall be within 1/2 inch of the thickness indicated. Where the measured thickness is more than 1/2 inch deficient, such areas shall be corrected by scarifying, adding new material of proper gradation, reblading, and recompacting as directed. Where the measured thickness is more than 1/2 inch thicker than indicated, the course shall be considered as conforming to the specified thickness requirements. Average job thickness shall be the average of all thickness measurements taken for the job, but shall be within 1/4 inch of the thickness indicated. The total thickness of the ABC course shall be measured at intervals in such a manner as to ensure one measurement for each 500 square yards of base course. Measurements shall be made in 3 inch diameter test holes penetrating the base course.

3.5.7 Finishing

The surface of the top layer of ABC shall be finished after final compaction by cutting any overbuild to grade and rolling with a steel-wheeled roller. Thin layers of material shall not be added to the top layer of base course to meet grade. If the elevation of the top layer of ABC is 1/2 inch or more below grade, then the top layer should be scarified to a depth of at least 3 inches and new material shall be blended in and compacted to bring to grade. Adjustments to rolling and finishing procedures shall be made as directed to minimize segregation and degradation, obtain grades, maintain moisture content, and insure an acceptable base course. Should the surface become rough, corrugated, uneven in texture, or traffic marked prior to completion, the unsatisfactory portion shall be scarified, reworked and recompacted or it shall be replaced as directed.

3.5.8 Smoothness

The surface of the top layer shall show no deviations in excess of 3/8 inch when tested with a 12 foot straightedge. Measurements shall be taken in successive positions parallel to the centerline of the area to be paved. Measurements shall also be taken perpendicular to the centerline at 50 foot intervals. Deviations exceeding this amount shall be corrected by removing material and replacing with new material, or by reworking existing material and compacting it to meet these specifications.

3.6 TRAFFIC

Traffic shall not be allowed on the completed ABC course. Completed portions of the ABC course may be opened to limited traffic, provided there is no marring or distorting of the surface by the traffic. Heavy equipment shall not be permitted except when necessary to construction, and then the area shall be protected against marring or damage to the completed work.

3.7 MAINTENANCE

The ABC shall be maintained in a satisfactory condition until the full pavement section is completed and accepted. Maintenance shall include immediate repairs to any defects and shall be repeated as often as necessary to keep the area intact. Any ABC that is not paved over prior to

the onset of winter, shall be retested to verify that it still complies with the requirements of this specification. Any area of ABC that is damaged shall be reworked or replaced as necessary to comply with this specification.

3.8 DISPOSAL OF UNSATISFACTORY MATERIALS

Any unsuitable materials that must be removed shall be disposed of at the Contractor's expense outside Government-controlled lands and shall be in accordance with federal, state, and local regulations.

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SECTION 02748A

BITUMINOUS TACK AND PRIME COATS

01/98

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to in the text by basic designation only.

ASTM INTERNATIONAL (ASTM)

ASTM D 140	(2001) Sampling Bituminous Materials
ASTM D 2397	(2002) Cationic Emulsified Asphalt
ASTM D 2995	(1999) Determining Application Rate of Bituminous Distributors
ASTM D 977	(2003) Emulsified Asphalt

1.2 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

SD-06 Test Reports

Sampling and Testing; G-AE

Copies of all test results for bituminous materials, within 24 hours of completion of tests. Certified copies of the manufacturer's test reports indicating compliance with applicable specified requirements, not less than 30 days before the material is required in the work.

1.3 PLANT, EQUIPMENT, MACHINES AND TOOLS

1.3.1 General Requirements

Plant, equipment, machines and tools used in the work shall be subject to approval and shall be maintained in a satisfactory working condition at all times.

1.3.2 Bituminous Distributor

The distributor shall have pneumatic tires of such size and number to prevent rutting, shoving or otherwise damaging the base surface or other layers in the pavement structure. The distributor shall be designed and equipped to spray the bituminous material in a uniform coverage at the

specified temperature, at readily determined and controlled rates with an allowable variation from the specified rate of not more than plus or minus 5 percent, and at variable widths. Distributor equipment shall include a separate power unit for the bitumen pump, full-circulation spray bars, tachometer, pressure gauges, volume-measuring devices, adequate heaters for heating of materials to the proper application temperature, a thermometer for reading the temperature of tank contents, and a hand hose attachment suitable for applying bituminous material manually to areas inaccessible to the distributor. The distributor shall be equipped to circulate and agitate the bituminous material during the heating process.

1.3.3 Power Brooms and Power Blowers

Power brooms and power blowers shall be suitable for cleaning the surfaces to which the bituminous coat is to be applied.

1.4 WEATHER LIMITATIONS

Bituminous coat shall be applied only when the surface to receive the bituminous coat is dry. Bituminous coat shall be applied only when the atmospheric temperature in the shade is 50 degrees F or above and when the temperature has not been below 35 degrees F for the 12 hours prior to application.

PART 2 PRODUCTS

2.1 TACK COAT

Emulsified asphalt shall conform to ASTM D 977, Grade SS-1 or SS-1h; or ASTM D 2397 Grade CSS-1 or CSS-1h.

2.2 PRIME COAT

Emulsified asphalt shall conform to ASTM D 977 ASTM D 2397.

PART 3 EXECUTION

3.1 PREPARATION OF SURFACE

Immediately before applying the bituminous coat, all loose material, dirt, clay, or other objectionable material shall be removed from the surface to be treated. The surface shall be dry and clean at the time of treatment.

3.2 APPLICATION RATE

The exact quantities within the range specified, which may be varied to suit field conditions, will be determined by the Contracting Officer.

3.2.1 Tack Coat

Bituminous material for the tack coat shall be applied in quantities of not less than 0.05 gallon nor more than 0.15 gallon per square yard of pavement surface.

3.2.2 Prime Coat

Bituminous material for the prime coat shall be applied in quantities of not less than 0.15 gallon nor more than 0.40 gallon per square yard of pavement surface.

3.3 APPLICATION TEMPERATURE

3.3.1 Viscosity Relationship

Asphalt application temperature shall provide an application viscosity between 10 and 60 seconds, Saybolt Furol, or between 20 and 120 centistokes, kinematic. The temperature viscosity relation shall be furnished to the Contracting Officer.

3.3.2 Temperature Ranges

The viscosity requirements shall determine the application temperature to be used. The following is a normal range of application temperatures:

Emulsions	

SS-1	70-160 degrees F
SS-1h	70-160 degrees F
CSS-1	70-160 degrees F
CSS-1h	70-160 degrees F

*These temperature ranges exceed the flash point of the material and care should be taken in their heating.

3.4 APPLICATION

3.4.1 General

Following preparation and subsequent inspection of the surface, the bituminous coat shall be applied at the specified rate with uniform distribution over the surface to be treated. All areas and spots missed by the distributor shall be properly treated with the hand spray. Until the succeeding layer of pavement is placed, the surface shall be maintained by protecting the surface against damage and by repairing deficient areas at no additional cost to the Government. If required, clean dry sand shall be spread to effectively blot up any excess bituminous material. No smoking, fires, or flames other than those from the heaters that are a part of the equipment shall be permitted within 25 feet of heating, distributing, and transferring operations of bituminous material other than bituminous emulsions. All traffic, except for paving equipment used in constructing the surfacing, shall be prevented from using the underlying material, whether primed or not, until the surfacing is completed. The bituminous coat shall conform to all requirements as described herein.

3.4.2 Prime Coat

The prime coat will be required if it will be at least seven days before a the surfacing (Asphalt cement hot mix concrete) layer is constructed on the underlying (base course, etc) compacted material. The type of liquid asphalt and application rate will be as specified herein. The Contractor shall protect the underlying from any damage (water, traffic, etc.) until the surfacing is placed. If the Contractor places the surfacing within seven days, the choice of protection measures or actions to be taken is at the Contractor's option. Damage to the underlying material caused by lack of, or inadequate, protection shall be repaired (recompacted or replaced)

by approved methods at no additional cost to the Government. If the Contractor options to use the prime coat, it shall be applied as soon as possible after consolidation of the underlying material. To obtain uniform application of the prime coat on the surface treated at the junction of previous and subsequent applications, building paper shall be spread on the surface for a sufficient distance back from the ends of each application to start and stop the prime coat on the paper. Immediately after application, the building paper shall be removed and destroyed.

3.4.3 Tack Coat

Tack coat shall be applied at the locations shown on the drawings.

3.5 CURING PERIOD

Following application of the bituminous material and prior to application of the succeeding layer of pavement, the bituminous coat shall be allowed to cure and to obtain evaporation of any volatiles or moisture. Prime coat shall be allowed to cure without being disturbed for a period of at least 48 hours or longer, as may be necessary to attain penetration into the treated course.

3.6 FIELD QUALITY CONTROL

Samples of the bituminous material shall be tested for compliance with the applicable specified requirements. A sample shall be obtained and tested by the Contractor for every 500 gallons of bituminous material used.

3.7 SAMPLING AND TESTING

Sampling and testing shall be performed by an approved commercial testing laboratory or by facilities furnished by the Contractor. No work requiring testing will be permitted until the facilities have been inspected and approved.

3.7.1 Sampling

The samples of bituminous material, unless otherwise specified, shall be in accordance with ASTM D 140. Sources from which bituminous materials are to be obtained shall be selected and notification furnished the Contracting Officer within 15 days after the award of the contract.

3.7.2 Calibration Test

The Contractor shall furnish all equipment, materials, and labor necessary to calibrate the bituminous distributor. Calibration shall be made with the approved job material and prior to applying the bituminous coat material to the prepared surface. Calibration of the bituminous distributor shall be in accordance with ASTM D 2995.

3.7.3 Trial Applications

Before providing the complete bituminous coat, three lengths of at least 100 feet for the full width of the distributor bar shall be applied to evaluate the amount of bituminous material that can be satisfactorily applied.

3.7.3.1 Tack Coat Trial Application Rate

Unless otherwise authorized, the trial application rate of bituminous tack coat materials shall be applied in the amount of 0.05 gallons per square yard. Other trial applications shall be made using various amounts of material as may be deemed necessary.

3.7.3.2 Prime Coat Trial Application Rate

Unless otherwise authorized, the trial application rate of bituminous materials shall be applied in the amount of 0.25 gallon per square yard. Other trial applications shall be made using various amounts of material as may be deemed necessary.

3.7.4 Sampling and Testing During Construction

Quality control sampling and testing shall be performed as required in paragraph FIELD QUALITY CONTROL.

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SECTION 02749

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SECTION 02749

HOT-MIX ASPHALT (HMA) FOR AIRFIELDS

01/04

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
(AASHTO)

AASHTO MP 1a (2003) Performance Graded Asphalt Binder

AASHTO TP53 (2000) Determining Asphalt Content of Hot Mix Asphalt by the Ignition Method

ASPHALT INSTITUTE (AI)

AI MS-02 (6th Edition; R 1997) Mix Design Methods for Asphalt

ASTM INTERNATIONAL (ASTM)

ASTM C 117 (2003) Materials Finer Than 75 micrometer (No. 200) Sieve in Mineral Aggregates by Washing

ASTM C 1252 (2003) Uncompacted Void Content of Fine Aggregate (as Influenced by Particle Shape, Surface Texture, and Grading)

ASTM C 127 (2001) Density, Relative Density (Specific Gravity), and Absorption of Coarse Aggregate

ASTM C 128 (2001e1) Density, Relative Density (Specific Gravity), and Absorption of Fine Aggregate

ASTM C 131 (2003) Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine

ASTM C 136 (2001) Sieve Analysis of Fine and Coarse Aggregates

ASTM C 142 (1997) Clay Lumps and Friable Particles in Aggregates

ASTM C 29/C 29M (1997; R 2003) Bulk Density ("Unit Weight") and Voids in Aggregate

ASTM C 566 (1997) Total Evaporable Moisture Content

of Aggregate by Drying

ASTM C 88	(1999a) Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
ASTM D 1461	(1985; R 2001) Moisture or Volatile Distillates in Bituminous Paving Mixtures
ASTM D 1559	(1989) Resistance to Plastic Flow of Bituminous Mixtures Using Marshall Apparatus
ASTM D 2172	(2001e1) Quantitative Extraction of Bitumen from Bituminous Paving Mixtures
ASTM D 2419	(2002) Sand Equivalent Value of Soils and Fine Aggregate
ASTM D 242	(1995; R 2000e1) Mineral Filler for Bituminous Paving Mixtures
ASTM D 2489	(2002) Estimating Degree of Particle Coating of Bituminous-Aggregate Mixtures
ASTM D 2726	(2000) Bulk Specific Gravity and Density of Non-Absorptive Compacted Bituminous Mixtures
ASTM D 2950	(1991; R 1997) Density of Bituminous Concrete in Place by Nuclear Methods
ASTM D 3665	(2002) Random Sampling of Construction Materials
ASTM D 3666	(2003) Minimum Requirements for Agencies Testing and Inspecting Road and Paving Materials
ASTM D 4125	(1994;R 2000) Asphalt Content of Bituminous Mixtures by the Nuclear Method
ASTM D 4791	(1999) Flat Particles, Elongated Particles, or Flat and Elongated Particles in Coarse Aggregate
ASTM D 4867/D 4867M	(1996) Effect of Moisture on Asphalt Concrete Paving Mixtures
ASTM D 5444	(1998) Mechanical Size Analysis of Extracted Aggregate
ASTM D 6307	(1998) Asphalt Content of Hot Mix Asphalt by Ignition Method
ASTM D 995	(1995b; R 2002) Mixing Plants for Hot-Mixed, Hot-Laid Bituminous Paving Mixtures

U.S. ARMY CORPS OF ENGINEERS (USACE)

COE CRD-C 171

(1995) Standard Test Method for
Determining Percentage of Crushed
Particles in Aggregate

1.2 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only or as otherwise designated. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

SD-02 Shop Drawings

Placement Plan; G-AE

Proposed placement plan, indicating lane widths, longitudinal joints, and transverse joints for each course or lift.

SD-03 Product Data

Mix Design; G-AE

Proposed JMF.

Contractor Quality Control; G-AE

Quality control plan.

SD-06 Test Reports

Aggregates; GAE
QC Monitoring

Aggregate and QC test results.

SD-07 Certificates

Asphalt Cement Binder; G-AE

Copies of certified test data.

Testing Laboratory

Certification of compliance.

1.3 DESCRIPTION OF WORK

The work shall consist of pavement courses composed of mineral aggregate and asphalt material heated and mixed in a central mixing plant and placed on a prepared course. HMA designed and constructed in accordance with this section shall conform to the lines, grades, thicknesses, and typical cross sections shown on the drawings. Each course shall be constructed to the depth, section, or elevation required by the drawings and shall be rolled,

finished, and approved before the placement of the next course. The Contractor shall submit a Placement Plan as specified in the Submittals paragraph.

1.4 ASPHALT MIXING PLANT

Plants used for the preparation of hot-mix asphalt shall conform to the requirements of ASTM D 995 with the following changes:

- a. Truck Scales. The asphalt mixture shall be weighed on approved scales furnished by the Contractor, or on certified public scales at the Contractor's expense. Scales shall be inspected and sealed at least annually by an approved calibration laboratory.
- b. Testing Facilities. The Contractor shall provide laboratory facilities at the plant for the use of the Government's Engineer's acceptance testing and the Contractor's quality control testing.
- c. Inspection of Plant. The Contracting Officer Engineer shall have access at all times, to all areas of the plant for checking adequacy of equipment; inspecting operation of the plant; verifying weights, proportions, and material properties; checking the temperatures maintained in the preparation of the mixtures and for taking samples. The Contractor shall provide assistance as requested, for the Government Engineer to procure any desired samples.
- d. Storage Bins. The asphalt mixture may be stored in non-insulated storage bins for a period of time not exceeding 3 hours. The asphalt mixture may be stored in insulated storage bins for a period of time not exceeding 8 hours. The mix drawn from bins shall meet the same requirements as mix loaded directly into trucks.

1.5 HAULING EQUIPMENT

Trucks used for hauling hot-mix asphalt shall have tight, clean, and smooth metal beds. To prevent the mixture from adhering to them, the truck beds shall be lightly coated with a minimum amount of paraffin oil, lime solution, or other approved material. Petroleum based products shall not be used as a release agent. Each truck shall have a suitable cover to protect the mixture from adverse weather. When necessary to ensure that the mixture will be delivered to the site at the specified temperature, truck beds shall be insulated or heated and covers (tarps) shall be securely fastened. To deliver mix to the paver, the Contractor shall use a material transfer vehicle which shall be operated to produce continuous forward motion of the paver.

1.6 ASPHALT PAVERS

Asphalt pavers shall be self-propelled, with an activated screed, heated as necessary, and shall be capable of spreading and finishing courses of hot-mix asphalt which will meet the specified thickness, smoothness, and grade. The paver shall have sufficient power to propel itself and the hauling equipment without adversely affecting the finished surface.

1.6.1 Receiving Hopper

The paver shall have a receiving hopper of sufficient capacity to permit a uniform spreading operation. The hopper shall be equipped with a distribution system to place the mixture uniformly in front of the screed

without segregation. The screed shall effectively produce a finished surface of the required evenness and texture without tearing, shoving, or gouging the mixture.

1.6.2 Automatic Grade Controls

If an automatic grade control device is used, the paver shall be equipped with a control system capable of automatically maintaining the specified screed elevation. The control system shall be automatically actuated from either a reference line and/or through a system of mechanical sensors or sensor-directed mechanisms or devices which will maintain the paver screed at a predetermined transverse slope and at the proper elevation to obtain the required surface. The transverse slope controller shall be capable of maintaining the screed at the desired slope within plus or minus 0.1 percent. A transverse slope controller shall not be used to control grade.

The controls shall be capable of working in conjunction with any of the following attachments:

- a. Ski-type device of not less than 30 feet in length.
- b. Taut stringline set to grade.
- c. Short ski or shoe for joint matching.
- d. Laser control.

1.7 ROLLERS

Rollers shall be in good condition and shall be operated at slow speeds to avoid displacement of the asphalt mixture. The number, type, and weight of rollers shall be sufficient to compact the mixture to the required density while it is still in a workable condition. Equipment which causes excessive crushing of the aggregate shall not be used.

1.8 WEATHER LIMITATIONS

The hot-mix asphalt shall not be placed upon a wet surface or when the surface temperature of the underlying course is less than specified in Table 1. The temperature requirements may be waived by the Contracting Officer, if requested; however, all other requirements, including compaction, shall be met.

Table 1. Surface Temperature Limitations of Underlying Course

Mat Thickness, inches	Degrees F
3 or greater	40
Less than 3	45

PART 2 PRODUCTS

2.1 AGGREGATES

Aggregates shall consist of crushed stone, crushed gravel, crushed slag, screenings, natural sand and mineral filler, as required. The portion of material retained on the No. 4 sieve is coarse aggregate. The portion of material passing the No. 4 sieve and retained on the No. 200 sieve is fine aggregate. The portion passing the No. 200 sieve is defined as mineral

filler. All aggregate test results shall be submitted to the Contracting Officer at least 14 days prior to start of construction. Aggregate testing shall have been performed within 90 days of performing the mix design.

2.1.1.1 Coarse Aggregate

Coarse aggregate shall consist of sound, tough, durable particles, free from films of material that would prevent thorough coating and bonding with the asphalt material and free from organic matter and other deleterious substances. The coarse aggregate particles shall meet the following requirements:

- a. The percentage of loss shall not be greater than 40 percent after 500 revolutions when tested in accordance with ASTM C 131.
- b. The percentage of loss shall not be greater than 18 percent after five cycles when tested in accordance with ASTM C 88 using magnesium sulfate.
- c. At least 75 percent by weight of coarse aggregate shall have at least two or more fractured faces when tested in accordance with COE CRD-C 171. Fractured faces shall be produced by crushing.
- d. The particle shape shall be essentially cubical and the aggregate shall not contain more than 20 percent, by weight, of flat and elongated particles (3:1 ratio of maximum to minimum) when tested in accordance with ASTM D 4791.
- e. Slag shall be air-cooled, blast furnace slag, and shall have a compacted weight of not less than 75 lb/cu ft when tested in accordance with ASTM C 29/C 29M.
- f. Clay lumps and friable particles shall not exceed 0.3 percent, by weight, when tested in accordance with ASTM C 142.

2.1.1.2 Fine Aggregate

Fine aggregate shall consist of clean, sound, tough, durable particles. The aggregate particles shall be free from coatings of clay, silt, or any objectionable material and shall contain no clay balls. The fine aggregate particles shall meet the following requirements:

- a. The quantity of natural sand (noncrushed material) added to the aggregate blend shall not exceed 15 percent by weight of total aggregate.
- b. The individual fine aggregate sources shall have a sand equivalent value greater than 45 when tested in accordance with ASTM D 2419.
- c. The fine aggregate portion of the blended aggregate shall have an uncompacted void content greater than 45.0 percent when tested in accordance with ASTM C 1252 Method A.
- d. Clay lumps and friable particles shall not exceed 0.3 percent, by weight, when tested in accordance with ASTM C 142.

2.1.1.3 Mineral Filler

Mineral filler shall be nonplastic material meeting the requirements of

ASTM D 242.

2.1.4 Aggregate Gradation

The combined aggregate gradation shall conform to gradations specified in Table 2, when tested in accordance with ASTM C 136 and ASTM C 117, and shall not vary from the low limit on one sieve to the high limit on the adjacent sieve or vice versa, but grade uniformly from coarse to fine.

Table 2. Aggregate Gradations

Sieve Size, inch	Gradation 1	Gradation 2
	Percent Passing by Mass	Percent Passing by Mass
1	100	---
3/4	76-96	100
1/2	68-88	76-96
3/8	60-82	69-89
No. 4	45-67	53-73
No. 8	32-54	38-60
No. 16	22-44	26-48
No. 30	15-35	18-38
No. 50	9-25	11-27
No. 100	6-18	6-18
No. 200	3-6	3-6

2.2 ASPHALT CEMENT BINDER

Asphalt cement binder shall conform to AASHTO MP 1a Performance Grade (PG) 64-22. . Test data indicating grade certification shall be provided by the supplier at the time of delivery of each load to the mix plant. Copies of these certifications shall be submitted to the Contracting Officer Representative. The supplier is defined as the last source of any modification to the binder. The Contracting Officer Representative may sample and test the binder at the mix plant at any time before or during mix production.

2.3 MIX DESIGN

The Contractor shall develop the mix design. The asphalt mix shall be composed of a mixture of well-graded aggregate, mineral filler if required, and asphalt material. The aggregate fractions shall be sized, handled in separate size groups, and combined in such proportions that the resulting mixture meets the grading requirements of the job mix formula (JMF). No hot-mix asphalt for payment shall be produced until a JMF has been approved.

The hot-mix asphalt shall be designed using hand-held hammer procedures contained in AI MS-02 and the criteria shown in Table 3. Laboratory compaction temperatures for Polymer Modified Asphalts shall be as recommended by the asphalt cement manufacturer. If the Tensile Strength Ratio (TSR) of the composite mixture, as determined by ASTM D 4867/D 4867M is less than 75, the aggregates shall be rejected or the asphalt mixture treated with an anti-stripping agent. The amount of anti-stripping agent added shall be sufficient to produce a TSR of not less than 75. If an antistrip agent is required, it shall be provided by the Contractor at no additional cost. Sufficient materials to produce 200 pound of blended mixture shall be provided to the Contracting OfficerEngineer for verification of mix design at least 14 days prior to construction of test

section.

2.3.1 JMF Requirements

The job mix formula shall be submitted in writing by the Contractor for approval at least 14 days prior to the start of the test section and shall include as a minimum:

- a. Percent passing each sieve size.
- b. Percent of asphalt cement.
- c. Percent of each aggregate and mineral filler to be used.
- d. Asphalt viscosity grade, penetration grade, or performance grade.
- e. Number of blows of hammer per side of molded specimen.
- f. Laboratory mixing temperature.
- g. Lab compaction temperature.
- h. Temperature-viscosity relationship of the asphalt cement.
- i. Plot of the combined gradation on the 0.45 power gradation chart, stating the nominal maximum size.
- j. Graphical plots of stability, flow, air voids, voids in the mineral aggregate, and unit weight versus asphalt content as shown in AI MS-02.
- k. Specific gravity and absorption of each aggregate.
- l. Percent natural sand.
- m. Percent particles with two or more fractured faces (in coarse aggregate).
- n. Fine aggregate angularity.
- o. Percent flat or elongated particles (in coarse aggregate).
- p. Tensile Strength Ratio.
- q. Antistrip agent (if required) and amount.
- r. List of all modifiers and amount.
- s. Correlation of hand-held hammer with mechanical hammer.

Table 3. Marshall Design Criteria

Test Property	75 Blow Mix
Stability, pounds	

Table 3. Marshall Design Criteria

Test Property	75 Blow Mix	
minimum	2150 ⁽¹⁾	1
Flow, 0.01 inch	8-16 ⁽²⁾	
Air voids, percent	3-5	
Percent Voids in mineral aggregate (minimum)	See Table 4	
Dust Proportion ⁽³⁾	0.8-1.2	
TSR, minimum percent	75	

(1) This is a minimum requirement. The average during construction shall be significantly higher than this number to ensure compliance with the specifications.

(2) The flow requirement is not applicable for Polymer Modified Asphalts

(3) Dust Proportion is calculated as the aggregate content, expressed as a percent of mass, passing the No. 200 sieve, divided by the effective asphalt content, in percent of total mass of the mixture.

Table 4. Minimum Percent Voids in Mineral Aggregate (VMA)⁽⁴⁾

Aggregate (See Table 2)	Minimum VMA, percent
Gradation 1	13.0
Gradation 2	14.0

(4) Calculate VMA in accordance with AI MS-02, based on ASTM D 2726 bulk specific gravity for the aggregate.

2.3.2 Adjustments to JMF

The JMF for each mixture shall be in effect until a new formula is approved in writing by the Contracting Officer. Should a change in sources of any materials be made, a new mix design shall be performed and a new JMF approved before the new material is used. The Contractor will be allowed to adjust the JMF within the limits specified below to optimize mix volumetric properties. Adjustments to the JMF shall be limited to plus or minus 3 percent on the 1/2 inch, No. 4. and No. 8 sieves; and plus or minus 0.40 percent binder content. Tolerances given above may permit the aggregate grading to be outside the limits shown in Table 2; this is acceptable. Adjustments to the JMF shall be limited to plus or minus 1.0 percent on the No. 200 sieve. The resulting aggregate grading shall not be outside the limits shown in Table 2. If adjustments are needed that exceed these limits, a new mix design shall be developed.

2.4 RECYCLED HOT MIX ASPHALT

Recycled HMA is not allowed.

PART 3 EXECUTION

3.1 PREPARATION OF ASPHALT BINDER MATERIAL

The asphalt cement material shall be heated avoiding local overheating and providing a continuous supply of the asphalt material to the mixer at a uniform temperature. The temperature of unmodified asphalts shall be no more than 325 degrees F when added to the aggregates. Performance Graded (PG) asphalts shall be within the temperature range of 265 to 320 degrees F when added to the aggregates.

3.2 PREPARATION OF MINERAL AGGREGATE

The aggregate for the mixture shall be heated and dried prior to mixing. No damage shall occur to the aggregates due to the maximum temperature and rate of heating used. The temperature of the aggregate and mineral filler shall not exceed 350 degrees F when the asphalt cement is added. The temperature shall not be lower than is required to obtain complete coating and uniform distribution on the aggregate particles and to provide a mixture of satisfactory workability.

3.3 PREPARATION OF HOT-MIX ASPHALT MIXTURE

The aggregates and the asphalt cement shall be weighed or metered and introduced into the mixer in the amount specified by the JMF. The combined materials shall be mixed until the aggregate obtains a uniform coating of asphalt binder and is thoroughly distributed throughout the mixture. Wet mixing time shall be the shortest time that will produce a satisfactory mixture, but no less than 25 seconds for batch plants. The wet mixing time for all plants shall be established by the Contractor, based on the procedure for determining the percentage of coated particles described in ASTM D 2489, for each individual plant and for each type of aggregate used.

The wet mixing time will be set to at least achieve 95 percent of coated particles. The moisture content of all hot-mix asphalt upon discharge from the plant shall not exceed 0.5 percent by total weight of mixture as measured by ASTM D 1461.

3.4 PREPARATION OF THE UNDERLYING SURFACE

Immediately before placing the hot mix asphalt, the underlying course shall be cleaned of dust and debris. A prime coat shall be applied in accordance with the contract specifications.

3.5 TEST SECTION

Prior to full production, the Contractor shall place a test section for each JMF used. The contractor shall construct a test section 250 - 500 feet long and two paver passes wide placed in two lanes, with a longitudinal cold joint. The test section shall be of the same depth as the course which it represents. The underlying grade or pavement structure upon which the test section is to be constructed shall be the same as the remainder of the course represented by the test section. The equipment used in construction of the test section shall be the same equipment to be used on the remainder of the course represented by the test section. The test

section shall be placed as part of the project pavement as approved by the Contracting Officer Representative.

3.5.1 Sampling and Testing for Test Section

One random sample shall be taken at the plant, triplicate specimens compacted, and tested for stability, flow, and laboratory air voids. A portion of the same sample shall be tested for theoretical maximum density (TMD), aggregate gradation and asphalt content. Four randomly selected cores shall be taken from the finished pavement mat, and four from the longitudinal joint, and tested for density. Random sampling shall be in accordance with procedures contained in ASTM D 3665. The test results shall be within the tolerances shown in Table 5 for work to continue. If all test results meet the specified requirements, the test section shall remain as part of the project pavement. If test results exceed the tolerances shown, the test section shall be removed and replaced at no cost to the Government and another test section shall be constructed.

Table 5. Test Section Requirements for Material and Mixture Properties

Property	Specification Limit
Aggregate Gradation-Percent Passing (Individual Test Result)	
No. 4 and larger	JMF plus or minus 8
No. 8, No. 16, No. 30, and No. 50	JMF plus or minus 6
No. 100 and No. 200	JMF plus or minus 2.0
Asphalt Content, Percent (Individual Test Result)	JMF plus or minus 0.5
Laboratory Air Voids, Percent (Average of 3 specimens)	JMF plus or minus 1.0
VMA, Percent (Average of 3 specimens)	15 minimum
Stability, pounds (Average of 3 specimens)	2150 minimum
Flow, 0.01 inches (Average of 3 specimens)	8 - 16
Mat Density, Percent of TMD (Average of 4 Random Cores)	93.0 - 96.5
Joint Density, Percent of TMD (Average of 4 Random Cores)	91.5 - 96.5

3.5.2 Additional Test Sections

If the initial test section should prove to be unacceptable, the necessary adjustments to the JMF, plant operation, placing procedures, and/or rolling procedures shall be made. A second test section shall then be placed. Additional test sections, as required, shall be constructed and evaluated for conformance to the specifications. Full production shall not begin until an acceptable section has been constructed and accepted.

3.6 TESTING LABORATORY

The laboratory used to develop the JMF and for Contractor acceptance testing shall meet the requirements of ASTM D 3666. A certification signed by the manager of the laboratory stating that it meets these requirements or clearly listing all deficiencies shall be submitted to the Contracting Officer Representative prior to the start of construction. The certification shall contain as a minimum:

- a. Qualifications of personnel; laboratory manager, supervising technician, and testing technicians.
- b. A listing of equipment to be used in developing the job mix.
- c. A copy of the laboratory's quality control system.
- d. Evidence of participation in the AASHTO Materials Reference Laboratory (AMRL) program.

3.7 TRANSPORTING AND PLACING

3.7.1 Transporting

The hot-mix asphalt shall be transported from the mixing plant to the site in clean, tight vehicles. Deliveries shall be scheduled so that placing and compacting of mixture is uniform with minimum stopping and starting of the paver. Adequate artificial lighting shall be provided for night placements. Hauling over freshly placed material will not be permitted until the material has been compacted as specified, and allowed to cool to 140 degrees F.

3.7.2 Placing

The mix shall be placed and compacted at a temperature suitable for obtaining density, surface smoothness, and other specified requirements. Upon arrival, the mixture shall be placed to the full width by an asphalt paver; it shall be struck off in a uniform layer of such depth that, when the work is completed, it shall have the required thickness and conform to the grade and contour indicated. The speed of the paver shall be regulated to eliminate pulling and tearing of the asphalt mat. Unless otherwise permitted, placement of the mixture shall begin along the centerline of a crowned section or on the high side of areas with a one-way slope. The mixture shall be placed in consecutive adjacent strips having a minimum width of 10 feet. The longitudinal joint in one course shall offset the longitudinal joint in the course immediately below by at least 1 foot; however, the joint in the surface course shall be at the centerline of the pavement. Transverse joints in one course shall be offset by at least 10 feet from transverse joints in the previous course. Transverse joints in adjacent lanes shall be offset a minimum of 10 feet. On isolated areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impractical, the mixture may be spread and luted by hand tools.

3.8 COMPACTION OF MIXTURE

After placing, the mixture shall be thoroughly and uniformly compacted by rolling. The surface shall be compacted as soon as possible without causing displacement, cracking or shoving. The sequence of rolling operations and the type of rollers used shall be at the discretion of the

Contractor, with the exception that the Contractor shall not apply more than three passes with a vibratory roller in the vibrating mode. The speed of the roller shall, at all times, be sufficiently slow to avoid displacement of the hot mixture and be effective in compaction. Any displacement occurring as a result of reversing the direction of the roller, or from any other cause, shall be corrected at once. Sufficient rollers shall be furnished to handle the output of the plant. Rolling shall continue until the surface is of uniform texture, true to grade and cross section, and the required field density is obtained. To prevent adhesion of the mixture to the roller, the wheels shall be kept properly moistened but excessive water will not be permitted. In areas not accessible to the roller, the mixture shall be thoroughly compacted with hand tampers. Any mixture that becomes loose and broken, mixed with dirt, contains check-cracking, or is in any way defective shall be removed full depth, replaced with fresh hot mixture and immediately compacted to conform to the surrounding area. This work shall be done at the Contractor's expense. Skin patching will not be allowed.

3.9 JOINTS

The formation of joints shall be made ensuring a continuous bond between the courses and to obtain the required density. All joints shall have the same texture as other sections of the course and meet the requirements for smoothness and grade.

3.9.1 Transverse Joints

The roller shall not pass over the unprotected end of the freshly laid mixture, except when necessary to form a transverse joint. When necessary to form a transverse joint, it shall be made by means of placing a bulkhead or by tapering the course. The tapered edge shall be cut back to its full depth and width on a straight line to expose a vertical face prior to placing the adjacent lane. The cutback material shall be removed from the project. In both methods, all contact surfaces shall be given a light tack coat of asphalt material before placing any fresh mixture against the joint.

3.9.2 Longitudinal Joints

Longitudinal joints which are irregular, damaged, uncompacted, cold (less than 175 degrees F at the time of placing the adjacent lane), or otherwise defective, shall be cut back a maximum of 3 inches from the top edge of the lift with a cutting wheel to expose a clean, sound vertical surface for the full depth of the course. All cutback material shall be removed from the project. All contact surfaces shall be given a light tack coat of asphalt material prior to placing any fresh mixture against the joint. The Contractor will be allowed to use an alternate method if it can be demonstrated that density, smoothness, and texture can be met.

3.10 CONTRACTOR QUALITY CONTROL

3.10.1 General Quality Control Requirements

The Contractor shall develop an approved Quality Control Plan. Hot-mix asphalt for payment shall not be produced until the quality control plan has been approved. The plan shall address all elements which affect the quality of the pavement including, but not limited to:

- a. Mix Design

- b. Aggregate Grading
- c. Quality of Materials
- d. Stockpile Management
- e. Proportioning
- f. Mixing and Transportation
- g. Mixture Volumetrics
- h. Moisture Content of Mixtures
- i. Placing and Finishing
- j. Joints
- k. Compaction
- l. Surface Smoothness
- m. Truck bed release agent

3.10.2 Testing Laboratory

The Contractor shall provide a fully equipped asphalt laboratory located at the plant or job site. It shall be equipped with heating and air conditioning units to maintain a temperature of 75 degrees F plus or minus 5 degrees F. Laboratory facilities shall be kept clean and all equipment shall be maintained in proper working condition. The Contracting Officer and Representative shall be permitted unrestricted access to inspect the Contractor's laboratory facility, to witness quality control activities, and to perform any check testing desired. The Contracting Officer Representative will advise the Contractor in writing of any noted deficiencies concerning the laboratory facility, equipment, supplies, or testing personnel and procedures. When the deficiencies are serious enough to adversely affect test results, the incorporation of the materials into the work shall be suspended immediately and will not be permitted to resume until the deficiencies are corrected.

3.10.3 Quality Control Testing

The Contractor shall perform all quality control tests applicable to these specifications and as set forth in the Quality Control Program. The testing program shall include, but shall not be limited to, tests for the control of asphalt content, aggregate gradation, temperatures, aggregate moisture, moisture in the asphalt mixture, laboratory air voids, stability, flow, in-place density, grade and smoothness. A Quality Control Testing Plan shall be developed as part of the Quality Control Program.

3.10.3.1 Asphalt Content

A minimum of two tests to determine asphalt content will be performed per lot (a lot is defined in paragraph MATERIAL ACCEPTANCE AND PERCENT PAYMENT) by one of the following methods: extraction method in accordance with ASTM D 2172, Method A or B, the ignition method in accordance with the AASHTO TP53, ASTM D 6307, or the nuclear method in accordance with ASTM D 4125, provided each method is calibrated for the specific mix being used. For

the extraction method, the weight of ash, as described in ASTM D 2172, shall be determined as part of the first extraction test performed at the beginning of plant production; and as part of every tenth extraction test performed thereafter, for the duration of plant production. The last weight of ash value obtained shall be used in the calculation of the asphalt content for the mixture.

3.10.3.2 Aggregate Gradation and Specific Gravity

Aggregate gradations shall be determined a minimum of twice per lot from mechanical analysis of recovered aggregate in accordance with ASTM D 5444 or ASTM D 6307. For batch plants, aggregates shall be tested in accordance with ASTM C 136 using actual batch weights to determine the combined aggregate gradation of the mixture. The specific gravity of each aggregate size grouping shall be determined for each 20,000 tons in accordance with ASTM C 127 or ASTM C 128.

3.10.3.3 Temperatures

Temperatures shall be checked at least four times per lot, at necessary locations, to determine the temperature at the dryer, the asphalt cement in the storage tank, the asphalt mixture at the plant, and the asphalt mixture at the job site.

3.10.3.4 Aggregate Moisture

The moisture content of aggregate used for production shall be determined a minimum of once per lot in accordance with ASTM C 566.

3.10.3.5 Moisture Content of Mixture

The moisture content of the mixture shall be determined at least once per lot in accordance with ASTM D 1461 or an approved alternate procedure.

3.10.3.6 Laboratory Air Voids, Marshall Stability and Flow

Mixture samples shall be taken at least four times per lot and compacted into specimens, using 75 blows per side with the Marshall hammer as described in ASTM D 1559. After compaction, the laboratory air voids of each specimen shall be determined, as well as the Marshall stability and flow.

3.10.3.7 In-Place Density

The Contractor shall conduct any necessary testing to ensure the specified density is achieved. A nuclear gauge may be used to monitor pavement density in accordance with ASTM D 2950.

3.10.3.8 Grade and Smoothness

The Contractor shall conduct the necessary checks to ensure the grade and smoothness requirements are met in accordance with paragraph MATERIAL ACCEPTANCE AND PERCENT PAYMENT.

3.10.3.9 Additional Testing

Any additional testing, which the Contractor deems necessary to control the process, may be performed at the Contractor's option.

3.10.3.10 QC Monitoring

The Contractor shall submit all QC test results to the Contracting Officer Representative on a daily basis as the tests are performed. The Contracting Officer Representative reserves the right to monitor any of the Contractor's quality control testing and to perform duplicate testing as a check to the Contractor's quality control testing.

3.10.4 Sampling

When directed by the Contracting Officer,, the Contractor shall sample and test any material which appears inconsistent with similar material being produced, unless such material is voluntarily removed and replaced or deficiencies corrected by the Contractor. All sampling shall be in accordance with standard procedures specified.

3.10.5 Control Charts

For process control, the Contractor shall establish and maintain linear control charts on both individual samples and the running average of last four samples for the parameters listed in Table 6, as a minimum. These control charts shall be posted as directed by the Contracting Officer and shall be kept current at all times. The control charts shall identify the project number, the test parameter being plotted, the individual sample numbers, the Action and Suspension Limits listed in Table 6 applicable to the test parameter being plotted, and the Contractor's test results. Target values from the JMF shall also be shown on the control charts as indicators of central tendency for the cumulative percent passing, asphalt content, and laboratory air voids parameters. When the test results exceed either applicable Action Limit, the Contractor shall take immediate steps to bring the process back in control. When the test results exceed either applicable Suspension Limit, the Contractor shall halt production until the problem is solved. The Contractor shall use the control charts as part of the process control system for identifying trends so that potential problems can be corrected before they occur. Decisions concerning mix modifications shall be made based on analysis of the results provided in the control charts. The Quality Control Plan shall indicate the appropriate action which shall be taken to bring the process into control when certain parameters exceed their Action Limits.

Table 6. Action and Suspension Limits for the Parameters to be Plotted on Individual and Running Average Control Charts

Parameter to be Plotted	Individual Samples		Running Average of Last Four Samples	
	Action Limit	Suspension Limit	Action Limit	Suspension Limit
No. 4 sieve, Cumulative % Passing, deviation from JMF target; plus or minus values	6	8	4	5
No. 30 sieve, Cumulative % Passing, deviation from JMF target; plus or minus values	4	6	3	4
No. 200 sieve, Cumulative %	1.4	2.0	1.1	1.5

Table 6. Action and Suspension Limits for the Parameters to be Plotted on Individual and Running Average Control Charts

Parameter to be Plotted	Individual Samples		Running Average of Last Four Samples	
	Action Limit	Suspension Limit	Action Limit	Suspension Limit

Passing, deviation from JMF target; plus or minus values				
Stability, pounds (minimum) 75 blow JMF	1760	1640	2150	2030
Flow, 0.01 inches 75 blow JMF	8 min. 16 max.	7 min. 17 max.	9 min. 15 max.	8 min. 16 max.
Asphalt content, % deviation from JMF target; plus or minus value	0.4	0.5	0.2	0.3
Laboratory Air Voids, % deviation from JMF target value	No specific action and suspension limits set since this parameter is used to determine percent payment			
In-place Mat Density, % of TMD	No specific action and suspension limits set since this parameter is used to determine percent payment			
In-place Joint Density, % of TMD	No specific action and suspension limits set since this parameter is used to determine percent payment			

-- End of Section --

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SECTION 02753A

CONCRETE PAVEMENT FOR AIRFIELDS AND OTHER HEAVY-DUTY PAVEMENTS

01/02

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to in the text by basic designation only.

ACI INTERNATIONAL (ACI)

ACI 211.1 (1991) Standard Practice for Selecting Proportions for Normal, Heavyweight, and Mass Concrete

ACI 214.3R (1988; R 1997) Simplified Version of the Recommended Practice for Evaluation of Strength Test Results of Concrete

ACI 305R (1999) Hot Weather Concreting

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO)

AASHTO M 182 (1991; R 1996) Burlap Cloth Made from Jute or Kenaf

ASTM INTERNATIONAL (ASTM)

ASTM A 184/A 184M (2001) Fabricated Deformed Steel Bar Mats for Concrete Reinforcement

ASTM A 185 (1997) Steel Welded Wire Fabric, Plain, for Concrete Reinforcement

ASTM A 497 (1999) Steel Welded Wire Fabric, Deformed, for Concrete Reinforcement

ASTM A 615/A 615M (2000) Deformed and Plain Billet-Steel Bars for Concrete Reinforcement

ASTM C 1064/C 1064M (1999) Temperature of Freshly Mixed Portland Cement Concrete

ASTM C 1077 (1998) Laboratories Testing Concrete and Concrete Aggregates for Use in Construction and Criteria for Laboratory Evaluation

ASTM C 117 (1995) Materials Finer Than 75 micrometer (No. 200) Sieve in Mineral Aggregates by Washing

ASTM C 123	(1998) Lightweight Particles in Aggregate
ASTM C 1260	(1994) Potential Alkali Reactivity of Aggregates (Mortar-Bar Method)
ASTM C 131	(1996) Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C 136	(1996a) Sieve Analysis of Fine and Coarse Aggregates
ASTM C 142	(1978; R 1997) Clay Lumps and Friable Particles in Aggregates
ASTM C 143/C 143M	(2000) Slump of Hydraulic Cement Concrete
ASTM C 150	(1999a) Portland Cement
ASTM C 172	(1999) Sampling Freshly Mixed Concrete
ASTM C 174/C 174M	(1997) Measuring Thickness of Concrete Elements Using Drilled Concrete Cores
ASTM C 192/C 192M	(2000) Making and Curing Concrete Test Specimens in the Laboratory
ASTM C 231	(1997e1) Air Content of Freshly Mixed Concrete by the Pressure Method
ASTM C 260	(2000) Air-Entraining Admixtures for Concrete
ASTM C 295	(1998) Petrographic Examination of Aggregates for Concrete
ASTM C 31/C 31M	(2000e1) Making and Curing Concrete Test Specimens in the Field
ASTM C 33	(1999ae1) Concrete Aggregates
ASTM C 39/C 39M	(2001) Compressive Strength of Cylindrical Concrete Specimens
ASTM C 470/C 470M	(1998) Molds for Forming Concrete Test Cylinders Vertically
ASTM C 494/C 494M	(1999ae1) Chemical Admixtures for Concrete
ASTM C 618	(2000) Coal Fly Ash and Raw or Calcined Natural Pozzolan for Use as a Mineral Admixture in Concrete
ASTM C 78	(1994) Flexural Strength of Concrete

(Using Simple Beam With Third-Point Loading)

ASTM C 881 (1999) Epoxy-Resin-Base Bonding Systems for Concrete

ASTM C 94/C 94M (2000e2) Ready-Mixed Concrete

ASTM D 1751 (1999) Preformed Expansion Joint Filler for Concrete Paving and Structural Construction (Nonextruding and Resilient Bituminous Types)

ASTM D 1752 (1984; R 1996e1) Preformed Sponge Rubber and Cork Expansion Joint Fillers for Concrete Paving and Structural Construction

ASTM D 3665 (1999) Random Sampling of Construction Materials

NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY (NIST)

NIST HB 44 (1997) NIST Handbook 44: Specifications, Tolerances, and other Technical Requirements for Weighing and Measuring Devices

NATIONAL READY-MIXED CONCRETE ASSOCIATION (NRMCA)

NRMCA CPMB 100 (1996) Concrete Plant Standards \n/c\$X

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CDT)

CDT Test 526 (1978) Operation of California Profilograph and Evaluation of Profiles

U.S. ARMY CORPS OF ENGINEERS (USACE)

COE CRD-C 100 (1975) Method of Sampling Concrete Aggregate and Aggregate Sources, and Selection of Material for Testing

COE CRD-C 104 (1980) Method of Calculation of the Fineness Modulus of Aggregate

COE CRD-C 114 (1997) Test Method for Soundness of Aggregates by Freezing and Thawing of Concrete Specimens

COE CRD-C 119 (1991) Standard Test Method for Flat or Elongated Particles in Coarse Aggregate

COE CRD-C 130 (1989) Scratch Hardness of Coarse Aggregate Particles

COE CRD-C 143	(1962) Specifications for Meters for Automatic Indication of Moisture in Fine Aggregate
COE CRD-C 171	(1995) Test Method for Determining Percentage of Crushed Particles in Aggregate
COE CRD-C 300	(1990) Specifications for Membrane-Forming Compounds for Curing Concrete
COE CRD-C 400	(1963) Requirements for Water for Use in Mixing or Curing Concrete
COE CRD-C 521	(1981) Standard Test Method for Frequency and Amplitude of Vibrators for Concrete
COE CRD-C 55	(1992) Test Method for Within-Batch Uniformity of Freshly Mixed Concrete

U.S. DEPARTMENT OF DEFENSE (DOD)

MIL-DTL-24441/20	(Rev. A) Paint, Epoxy-Polyamide, Green Primer, Formula 150, Type III
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1.2 SYSTEM DESCRIPTION

This section is intended to stand alone for construction of concrete (rigid) pavement. However, where the construction covered herein interfaces with other sections, the construction at each interface shall conform to the requirements of both this section and the other section, including tolerances for both.

1.3 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

SD-03 Product Data

Equipment; G-AE

a. Details and data on the batching and mixing plant prior to plant assembly including manufacturer's literature showing that the equipment meets all requirements specified herein.

b. A description of the equipment proposed for transporting concrete mixture from the central mixing plant to the paving equipment at least 7 days prior to start of paving unless otherwise specified.

c. At the time the materials are furnished for the mixture proportioning study, a description of the equipment proposed for

the placing of the concrete mixture, method of control, and manufacturer's literature on the paver and finisher, together with the manufacturer's written instructions on adjustments and operating procedures necessary to assure a tight, smooth surface on the concrete pavement, free of tears and other surface imperfections, including excessive paste on the surface. The literature shall show that the equipment meets all details of these specifications.

Proposed Techniques; G-AE,

a. A description of the placing and protection methods proposed prior to construction of the test section, if concrete is to be placed in or exposed to hot or cold weather conditions.

b. A detailed plan of the proposed paving pattern showing all planned construction joints. No deviation from the jointing pattern shown on the drawings shall be made without written approval of the Savannah District Geotechnical Branch.

c. Data on the curing media and methods to be used.

Samples for Mixture Proportioning Studies; G-AE

The results of the Contractor's mixture proportioning studies along with a statement giving the maximum nominal coarse aggregate size and the proportions of all ingredients that will be used in the manufacture of concrete at least 21 days prior to commencing concrete placing operations. Aggregate quantities shall be based on the mass in a saturated surface dry condition. The statement shall be accompanied by test results from an independent commercial testing laboratory, inspected by the Government, and approved in writing, showing that mixture proportioning studies have been made with materials proposed for the project and that the proportions selected will produce concrete of the qualities indicated. No substitutions shall be made in the materials used in the mixture proportions without additional tests to show that the quality of the concrete is satisfactory.

SD-06 Test Reports

Sampling and Testing; G-AE

Certified copies of laboratory test reports, including all test data, for cement, pozzolan, aggregate, admixtures, and curing compound proposed for use on this project. These tests shall be made by an approved commercial laboratory or by a laboratory maintained by the manufacturers of the materials. No material shall be used until notice of acceptance has been given. Materials may be subjected to check testing by the Government from samples obtained at the manufacturer, at transfer points, or at the project site.

1.4 ACCEPTABILITY OF WORK

Concrete samples shall be taken by the Contractor in the field to determine the slump, air content, and strength of the concrete. Test beams and test cylinders shall be made for determining conformance with the strength requirements of these specifications and, when required, for determining

the time at which pavements may be placed into service. Any pavement not meeting the requirement for 'specified strength' shall be removed and replaced at no additional cost to the Government. The air content shall be determined in accordance with ASTM C 231. Slump tests shall be made in accordance with ASTM C 143/C 143M. Test beams and cylinders shall be molded and cured in accordance with ASTM C 31/C 31M and as specified below. Steel molds shall be used for molding the beams specimens. Molds for cylinder test specimens shall conform to ASTM C 470/C 470M. The Contractor shall furnish all materials, labor, and facilities required for molding, curing, testing, and protecting test specimens at the site and in the laboratory. Laboratory curing facilities for test specimens shall include furnishing and operating water tanks equipped with temperature-control devices that will automatically maintain the temperature of the water at 73 plus or minus 5 degrees F. The Contractor shall furnish and maintain at the site boxes or other facilities suitable for storing the specimens while in the mold at a temperature of 73 plus or minus 10 degrees F. Tests of the fresh concrete and of the hardened concrete specimens shall be made by and at the expense of the Contractor.

1.4.1 Pavement Lots

Appropriate adjustment in payment for individual lots of concrete pavement will be made in accordance with the following paragraphs. No such adjustment in payment will be made for any material other than concrete. A lot will be that quantity of construction that will be evaluated for compliance with specification requirements. A lot will be equal to 10 hour's of paving production or a working shift, whichever is less. In order to evaluate thickness, each lot will be divided into four equal sublots. Grade and surface smoothness (and condition) determinations will be made on the lot as a whole. However, any pavement not meeting the required 'specified strength' shall be removed and replaced at no additional cost to the Government. Strength will be evaluated, but will not be considered for payment adjustment. Edge slump requirements will be applied to each individual slab into which the primary paving lanes are divided by transverse joints, and will not be considered for payment adjustment. Samples for determining aggregate grading for fine aggregate and each size of coarse aggregate shall be taken as the aggregate bins discharge into the weigh hoppers. Results of tests on aggregates shall be used to control aggregate production and concreting operations, as specified in paragraph TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL, but will not be used for payment adjustment. Samples for determining air content and slump and for fabricating strength specimens shall be taken in accordance with ASTM C 172 during or immediately following delivery of the concrete at the paving site and deposition of the concrete immediately in front of the paver or transfer spreader. Results of strength tests shall be used to control concreting operations, but will not be used for payment adjustment. Cores for thickness determination shall be drilled and evaluated as specified. Location of all samples shall be as directed and will be deliberately selected on a truly random basis, not haphazard, using commonly recognized methods of assuring randomness, employing randomizing tables or computer programs, in accordance with ASTM D 3665.

1.4.2 Acceptance of Lots

When a lot of material fails to meet the specification requirements, that lot will be removed and replaced.

1.4.3 Evaluation

The Contractor shall provide facilities for and, where directed, personnel to assist in obtaining samples for any Government testing, all at no additional cost to the Government. Such testing will in no way relieve the Contractor of any specified testing responsibilities. The Contractor shall provide all sampling and testing required for acceptance and payment adjustment at its expense. Such sampling and testing shall be performed by a commercial testing laboratory inspected by the Government and approved in writing. The laboratory performing the tests shall be on-site and shall conform with ASTM C 1077. The individuals who sample and test concrete or the constituents of concrete as required in this specification shall be certified as American Concrete Institute (ACI) Concrete Field Testing Technicians, Grade I, or shall have otherwise demonstrated to the satisfaction of the Contracting Officer other training providing knowledge and ability equivalent to the ACI minimum requirements for certification. The individuals who perform the inspection of concrete shall be certified as ACI Concrete Construction Inspector, Level II, or have otherwise demonstrated to the satisfaction of the Contracting Officer other training providing knowledge and ability equivalent to the ACI minimum requirements for certification. The Government will inspect the laboratory, equipment, and test procedures prior to start of concreting operations and at least once per year thereafter for conformance with ASTM C 1077.

1.4.4 Additional Sampling and Testing

The Contracting Officer reserves the right to direct additional samples and tests for any area which appears to deviate from the specification requirements. Testing in these areas will be in addition to the subplot or lot testing, and the requirements for these areas will be the same as those for a subplot or lot, but shall be at no additional cost to the Government.

1.4.5 Air Content Tests

Air content of the concrete shall be controlled as specified in paragraph TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL and will not be considered for payment adjustment.

1.4.6 Slump Tests

Slump of the concrete shall be controlled as specified in paragraph TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL and will not be considered for payment adjustment.

1.4.7 Surface Smoothness

The Contractor shall use one or both of the following methods to test and evaluate surface smoothness of the pavement. All testing shall be performed in the presence of the Contracting Officer's representative. Detailed notes shall be kept of the results of the testing and a copy furnished to the Government immediately after each day's testing. The profilograph method may be used for all longitudinal testing, except where the runs would be less than 200 feet in length and at the ends where the straightedge shall be used. Where drawings show required deviations from a plane surface (crowns, drainage inlets, etc.), the surface shall be finished to meet the approval of the Contracting Officer.

1.4.7.1 Smoothness Requirements

- a. Straightedge Testing: The finished surfaces of the pavements shall have no abrupt change of 1/8 inch or more, and all pavements shall be within the limits specified in Table 1 when checked with an approved 12 foot straightedge.

TABLE 1
STRAIGHTEDGE SURFACE SMOOTHNESS--PAVEMENTS

Pavement Category	Direction of Testing	Limits Inches
Apron	Longitudinal	1/4
	Transverse	1/4

- b. Profilograph Testing: The finished surfaces of the pavements shall have no abrupt change of 1/8 inch or more, and all pavement shall have a Profile Index not greater than specified in Table 2 when tested with an approved California-type profilograph. If the extent of the pavement in either direction is less than 200 feet, that direction shall be tested by the straightedge method and shall meet requirements specified for such.

TABLE 2
PROFILOGRAPH SURFACE SMOOTHNESS--PAVEMENTS

Pavement Category	Direction of Testing	Maximum Specified Profile Index Inch per mile
Apron	Longitudinal	9
	Transverse	Use Straightedge

1.4.7.2 Testing Method

After the concrete has hardened sufficiently to permit walking thereon, but not later than 36 hours after placement, the surface of the pavement in each entire lot shall be tested by the Contractor in such a manner as to reveal all surface irregularities exceeding the tolerances specified above.

However, transverse profilograph testing of multiple paving lanes shall be performed at the timing directed. Separate testing of individual sublots is not required. If any pavement areas are ground, these areas shall be retested immediately after grinding. The entire area of the pavement shall be tested in both a longitudinal and a transverse direction on parallel lines. The transverse lines shall be 15 feet or less apart, as directed. The longitudinal lines shall be at the centerline of each paving lane shown on the drawings, regardless of whether the Contractor is allowed to pave two lanes at a time, and at the 1/8th point in from each side of the lane. Other areas having obvious deviations shall also be tested. Longitudinal testing lines shall be continuous across all joints. Transverse testing

lines for pilot lanes shall be carried to construction joint lines and for fill-in lanes shall be carried 24 inches across construction joints, and the readings in this area applied to the fill-in lane. Straightedge testing of the longitudinal edges of slipformed pilot lanes shall also be performed before paving fill-in lanes as specified in paragraph "Edge Slump and Joint Face Deformation".

- a. Straightedge Testing: The straightedge shall be held in contact with the surface and moved ahead one-half the length of the straightedge for each successive measurement. The amount of surface irregularity shall be determined by placing the freestanding (unleveled) straightedge on the pavement surface and allowing it to rest upon the two highest spots covered by its length and measuring the maximum gap between the straightedge and the pavement surface, in the area between these two high points.
- b. Profilograph Testing: Profilograph testing shall be performed using approved equipment and procedures described in CDT Test 526. The equipment shall utilize electronic recording and automatic computerized reduction of data to indicate "must-grind" bumps and the Profile Index for the pavement. The "blanking band" shall be 0.2 inches wide and the "bump template" shall span 1 inch with an offset of 0.4 inch. The profilograph shall be operated by an approved, factory-trained operator on the alignments specified above. A copy of the reduced tapes shall be furnished the Government at the end of each day's testing.

1.4.8 Edge Slump and Joint Face Deformation

The following requirements on testing and evaluation of edge slump and joint face deformation apply only to pavements 10 inches or more in thickness. Use of slip-form paving equipment and procedures that fail to consistently provide edges within the specified tolerances on edge slump and joint face deformation shall be discontinued and the pavements shall be constructed by means of standard paving procedures using fixed forms. Slabs having more than the allowable edge slump shall be removed and replaced as specified in subparagraph "Excessive Edge Slump" before the adjacent lane is placed. Edge slump and joint face deformation will not be applied to payment adjustment.

1.4.8.1 Edge Slump

When slip-form paving is used, not more than 15.0 percent of the total free edge of any slab of the pavement, as originally constructed, shall have an edge slump exceeding 1/4 inch, and no slab shall have an edge slump exceeding 3/8 inch as determined in accordance with the measurements as specified in paragraph "Determination of Edge Slump". (The total free edge of the pavement will be considered to be the cumulative total linear measurement of pavement edge originally constructed as non-adjacent to any existing pavement; i.e., 100 feet of pilot lane, a paving lane originally constructed as a separate lane, will have 200 feet of free edge; 100 feet of fill-in lane will have no free edge, etc.,). The area affected by the downward movement of the concrete along the pavement edge shall not exceed 18 inches back from the edge.

1.4.8.2 Joint Face Deformation

In addition to the edge slump limits specified above, the vertical joint face shall have a surface within the maximum limits shown below:

Offset from Straightedge Applied Longitudinally To Pavement Surface 1 Inch Back From Joint Line	Offset From Straightedge Applied Longitudinally to Vertical Face	Offset From Straightedge Applied Top to Bottom Against the Joint Face	Abrupt Offset in Any Direction	Offset of Joint Face From True Vertical
1/4 inch	1/4 inch	3/8 inch	1/8" inch	1 inch per 12 inches

1.4.8.3 Determination of Edge Slump

Immediately after the concrete has hardened sufficiently to permit walking thereon, the pavement surface shall be tested by the Contractor in the presence of a representative of the Contracting Officer. Testing shall be performed with a straightedge to reveal irregularities exceeding the edge slump tolerance specified above. The edge slump shall be determined at each free edge of each slipformed paving lane constructed. The straightedge shall be placed transverse to the direction of paving and the end of the straightedge located at the edge of the paving lane. Measurements shall be made at 5 to 15 foot spacings, as directed, commencing at the header where paving was started. Initially measurements shall be made at 5 foot intervals in each lane. When no deficiencies are present, the Contracting Officer may approve an increase in the interval. When any deficiencies exist, the interval will be returned to 5 feet. In no case shall the interval exceed 15 feet. In addition to the transverse edge slump determination above, the Contractor, at the same time, shall check the longitudinal surface smoothness of the joint on a continuous line 1 inch back from the joint line using the straightedge advanced one-half its length for each reading. Other tests of the exposed joint face shall be made as directed to ensure that a uniform, true vertical joint face is attained. These tests shall include longitudinal straightedge testing of the vertical face and vertical testing of the face for both smoothness and angle. The measurements shall be made by the Contractor, shall be properly referenced in accordance with paving lane identification and stationing, and a report given to the Contracting Officer within 24 hours after measurement is made. The report shall also identify areas requiring replacement in accordance with paragraph "Excessive Edge Slump" as well as the cumulative percentage of total free edge of pavement constructed to date which has an edge slump exceeding 1/4 inch.

1.4.8.4 Excessive Edge Slump

When edge slump exceeding the limits specified above is encountered on either side of the paving lane, additional straightedge measurements shall be made, if required, to define the linear limits of the excessive slump. The concrete for the entire width of the paving lane within these limits of excessive edge slump or joint deformation shall be removed and replaced in conformance with paragraph REPAIR, REMOVAL, REPLACEMENT OR SLABS. Partial slabs removed and replaced shall extend across the full width of the pavement lane, parallel to the transverse joints, and both the section of the slab removed and the section remaining in place shall have a minimum length of 10 feet to the nearest scheduled transverse joint. If less than

10 feet remains, the entire slab shall be removed and replaced. Adding concrete or paste to the edge or otherwise manipulating the plastic concrete after the sliding form has passed, or patching the hardened concrete, shall not be used as a method for correcting excessive edge slump.

1.4.9 Plan Grade

1.4.9.1 Plan Grade Tolerances

The finished surfaces of pavements shall conform, within the tolerances shown below, to the lines, grades, and cross sections shown. The finished surfaces of airfield runway, taxiway, and apron pavements shall vary not more than 1/2 inch above or below the plan grade line or elevation indicated. The surfaces of other pavements shall vary not more than 3/4 inch. Plan grade shall be checked on the lot as a whole and when more than 5.0 and less than 10.0 percent of all measurements made within a lot are outside the specified tolerance, the computed percent payment for that lot will be 95 percent. When more than 10.0 percent are outside the specified tolerances, the computed percent payment for the lot will be 75 percent. However, in any areas where the deviation from grade exceeds the specified tolerances by 50 percent or more, the deficient area shall be removed and replaced at no additional cost to the Government. However, the above deviations from the approved grade line and elevation will not be permitted in areas where closer conformance with the planned grade and elevation is required for the proper functioning of appurtenant structures. The finished surfaces of new abutting pavements shall coincide at their juncture.

1.4.9.2 Grade Conformance Tests

Each pavement category shall be checked by the Contractor for conformance with plan grade requirements. For the purpose of making grade conformance tests, the pavements will be subdivided into the same lots used for all other payment adjustment items. Within 5 days after paving of each lot, the finished surface of the pavement area in each lot shall be tested by the Contractor, in the presence of a representative of the Contracting Officer, by running lines of levels at intervals corresponding with every longitudinal and transverse joint to determine the elevation at each joint intersection. The results of this survey shall be recorded and a copy given to the Government at the completion of the survey of each lot.

1.4.10 Flexural Strength

Each lot of pavement will be evaluated for acceptance in accordance with the following procedures. The Contractor shall be responsible for all testing required herein. Testing shall be performed by an approved commercial laboratory. Results of strength tests will not be used for payment adjustment.

1.4.10.1 Sampling and Testing

One composite sample of concrete from each subplot shall be obtained in accordance with ASTM C 172 from one batch or truckload. Test cylinders, 6 x 12 in. shall be fabricated and cured in accordance with ASTM C 31/C 31M; and tested in accordance with ASTM C 39/C 39M. Two test cylinders per subplot (8 per lot) shall be fabricated and cured for compressive strength, and two tested at 14-day age and two at 28-day age. The remaining four shall be tested at the ages directed. At the same time 2 additional test cylinders per subplot to be used for CQC tests shall be fabricated and

cured; and tested as specified in paragraph TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL. Two beams for flexural strength shall be fabricated and cured in accordance with ASTM C 31/C 31M and tested in accordance with ASTM C 78 for every 2500 cubic yards of concrete. These shall be tested at the ages directed.

1.4.10.2 Computations

The following computations shall be performed:

- a. Average the eight 14-day compressive strength tests for the lot and also compute the standard deviation(s) for the eight tests.
- b. Convert the 14-day average compressive strength for the lot to equivalent 90-day average flexural strength for the lot, using the Correlation Ratio determined during mixture design studies.
- c. Report results of strength tests to the Contracting Officer daily. These values will be used for acceptance, but will not be used for payment adjustment.

1.4.11 Thickness

Each lot of pavement will be evaluated for acceptance and payment adjustment in accordance with the following procedure. The Contractor shall be responsible for drilling the cores, measuring the cores in the presence of the Contracting Officer's representative, and for filling the core holes as directed.

1.4.11.1 Drilling, Measuring, and Computations

Two cores, between 3 and 6 in. in diameter, shall be drilled from the pavement, per subplot (8 per lot). The Contractor shall fill the core holes with concrete containing an expanding admixture, as directed. The cores shall be evaluated for thickness of the pavement in accordance with ASTM C 174/C 174M. The pavement thickness from the 8 cores for the lot shall be averaged and the standard deviation for the 8 thickness measurements shall be computed.

1.4.12 Partial Lots

When operational conditions cause a lot to be terminated before the specified four sublots have been completed, the following procedure shall be used to adjust the lot size and number of tests for the lot. Where three sublots have been completed, they shall constitute a lot and acceptance criteria adjusted accordingly. Where one or two sublots have been completed, they shall be incorporated into the next lot or the previous lot, as directed, and the total number of sublots shall be used and acceptance criteria adjusted accordingly.

1.4.13 Areas Defective in Plan Grade or Smoothness

In areas not meeting the specified limits for surface smoothness and plan grade, high areas shall be reduced to attain the required smoothness and grade, except as depth is limited below. High areas shall be reduced either by hand rubbing the freshly finished concrete with a silicon carbide brick and water when the concrete is less than 36 hours old or by grinding

the hardened concrete with an approved surface grinding machine after the concrete is 14 days or more old. Rubbing with a silicon carbide brick and water shall be discontinued as soon as contact with the coarse aggregate is made, and all further necessary reduction shall be accomplished by grinding the hardened concrete with a surface-grinding machine after it is 14 days old. The area corrected by grinding the surface of the hardened concrete shall not exceed 5 percent of the area of any integral slab, and shall not exceed 1 percent of the total area of any subplot. The depth of grinding shall not exceed 1/4 inch. All pavement areas requiring plan grade or surface smoothness corrections in excess of the limits specified above, shall be removed and replaced in conformance with paragraph REPAIR, REMOVAL, REPLACEMENT OF SLABS. All areas in which rubbing or grinding has been performed will be subject to the thickness tolerances specified in paragraph Thickness. Any rubbing or grinding performed on individual slabs with excessive deficiencies shall be performed at the Contractor's own decision without entitlement to additional compensation if eventual removal of the slab is required.

1.5 ACCEPTABILITY OF WORK

The materials and the pavement itself will be accepted on the basis of tests made by the Government and by the Contractor's approved commercial laboratory or the supplier's approved laboratory, all as specified herein. The Government may, at its discretion, make check tests to validate the results of the Contractor's testing. If the results of the Government and Contractor tests vary by less than 2.0 percent, of the Government's test results, the results of the Contractor's tests will be used. If the results of the Government and Contractor tests vary by 2.0 percent or more, but less than 4.0 percent, the average of the two will be considered the value to be used. If these vary by 4.0 percent or more, each sampling and testing procedure shall be carefully evaluated and both the Government and the Contractor shall take another series of tests on duplicate samples of material. If these vary by 4.0 percent or more, the results of the tests made by the Government shall be used and the Government will continue check testing of this item on a continuous basis until the two sets of tests agree within less than 4.0 percent on a regular basis. Testing performed by the Government will in no way at any time relieve the Contractor from the specified testing requirements.

1.6 PRECONSTRUCTION TESTING OF MATERIALS

The Contractor shall not be entitled to any additional payment or extension of time because of delays caused by sampling and testing additional sources, or samples, necessitated by failure of any samples.

1.6.1 Aggregates

Aggregates shall be sampled by the Contractor in the presence of a Government representative. Samples shall be obtained in accordance with COE CRD-C 100 and of the size indicated therein, or larger if specified in paragraph Testing Sequence Deleterious Materials -- Airfields Only and shall be representative of the materials to be used for the project. Testing of samples shall be the responsibility of the Contractor and shall be performed by an approved commercial laboratory. Test results shall be submitted 90 days before commencing paving. No material shall be used unless test results show that it meets all requirements of these specifications.

1.7 TESTING BY CONTRACTOR DURING CONSTRUCTION

1.7.1 Contractor's Testing Requirements

During construction, the Contractor shall be responsible for sampling and testing aggregates, cementitious materials (cement and pozzolan), and concrete to determine compliance with the specifications. All sampling and testing shall be performed by an approved commercial laboratory, or for cementitious materials, the manufacturer's laboratory. Samples of aggregate shall be obtained as the bins discharge into the the weigh hopper. Samples of concrete shall be obtained at the point of delivery to the paver. The Government will sample and test concrete and ingredient materials as considered appropriate. The Contractor shall provide facilities and labor as may be necessary for procurement of representative test samples. Testing by the Government will in no way relieve the Contractor of the specified testing requirements.

1.7.2 Cementitious Materials

Cement and pozzolan will be accepted on the basis of manufacturer's certification of compliance, accompanied by mill test reports showing that the material in each shipment meets the requirements of the specification under which it is furnished. No cementitious material shall be used until notice of acceptance has been given by the Contracting Officer. Cementitious material may be subjected to check testing by the Government from samples obtained at the mill, at transfer points, or at the project site.

1.8 QUALIFICATIONS

All Contractor Quality Control personnel assigned to concrete construction shall be American Concrete Institute (ACI) Certified Workmen in one of the following grades (or shall have approved written evidence of having completed similar qualification programs):

Concrete Field Testing Technician, Grade I
Concrete Laboratory Testing Technician, Grade I or II
Concrete Construction Inspector, Level II

The foreman or lead journeyman of the finishing crew shall have similar qualification for ACI Concrete Flatwork Technician/Finisher, or equal. Written documentation shall be furnished for each workman in the above groups.

1.9 TEST SECTION

At least 10 days but not more than 60 days prior to construction of the concrete pavement, a test section shall be constructed as part of the production paving area and as approved by the Contracting Officer. If part of the production paving area, the test section will be allowed to remain in place, if meeting all specification requirements and will be paid for as part of the production pavement. There will be no separate payment for the test section or sections and the cost of the materials, and the construction will be considered a subsidiary cost of constructing the project. The Contractor shall notify the Contracting Officer at least 5 days in advance of the date of test section construction. The test section shall consist of one paving lane at least 400 feet long and shall be constructed to a thickness as shown on the drawings. The lane width shall be the same as that required for use in the project. The test section

shall contain at least one transverse construction joint. If keyed or doweled longitudinal construction joints are required in any of the production pavements, they shall be installed full length along one side of the test strip throughout the test section. If both keys and dowels are required, each shall be installed in half of the test section. Two separate days shall be used for construction of the test section. The Contractor shall use the test section to develop and demonstrate to the satisfaction of the Contracting Officer the proposed techniques of mixing, hauling, placing, consolidating, finishing, curing, start-up procedures, testing methods, plant operations, and the preparation of the construction joints. Variations in mixture proportions other than water shall be made if directed. The test section shall be placed as approved by the Government. The Contractor shall vary the water content, as necessary, to arrive at the appropriate content. The mixing plant shall be operated and calibrated prior to start of placing the test section. The Contractor shall use the same equipment, materials, and construction techniques on the test section as will be used in all subsequent work. Base course preparation, concrete production, placing, consolidating, curing, construction of joints, and all testing shall be in accordance with applicable provisions of this specification. The Contractor shall construct the test section meeting all specification requirements and being acceptable to the Contracting Officer in all aspects, including surface texture. Failure to construct an acceptable test section will necessitate construction of additional test sections at no additional cost to the Government. Test sections allowed to be constructed as part of the production paving which do not meet specification requirements shall be removed at the Contractor's expense. Any test sections unacceptable to the Contracting Officer shall be removed at the Contractor's expense. If the Contractor proposes to use slipform paving and is unable to construct an acceptable test section, or if the slipform paving equipment and procedures are found to be unable to produce acceptable pavement at any time, the slipform paving equipment shall be removed from the job and the construction completed using stationary side forms and equipment compatible with them. The Contractor shall provide four cores at least 6 inch diameter cut from points selected in the test section by the Government, 24 hours after completion of the test section. Production paving may be started immediately after consolidation analysis of the cores have been approved and after approval of the test section.

1.10 DELIVERY, STORAGE, AND HANDLING OF MATERIALS

1.10.1 Bulk Cementitious Materials

All cementitious material shall be furnished in bulk. The temperature of the cementitious material, as delivered to storage at the site, shall not exceed 150 degrees F.

1.10.1.1 Transportation

When bulk cementitious material is not unloaded from primary carriers directly into weather-tight hoppers at the batching plant, transportation from the railhead, mill, or intermediate storage to the batching plant shall be accomplished in adequately designed weather-tight trucks, conveyors, or other means that will protect the cementitious material from exposure to moisture.

1.10.1.2 Storage Requirements

Immediately upon receipt at the site of the work, cementitious materials

shall be stored in a dry and properly ventilated structure. All storage facilities shall be subject to approval and shall allow easy access for inspection and identification. Sufficient cementitious materials shall be in storage to sustain continuous operation of the concrete mixing plant while the pavement is being placed. To prevent cement from becoming unduly aged after delivery, any cement that has been stored at the site for 60 days or more shall be used before using cement of lesser age.

1.10.1.3 Separation of Materials

Separate facilities shall be provided which will prevent any intermixing during unloading, transporting, storing, and handling of each type of cementitious material.

1.10.2 Aggregate Materials

1.10.2.1 Storage

Aggregate shall be stored at the site of the batching and mixing plant avoiding breakage, segregation, or contamination by foreign materials. Each size of aggregate from each source shall be stored separately in free-draining stockpiles. Fine aggregate and the smallest size coarse aggregate shall remain in free-draining storage for at least 24 hours immediately prior to use. Sufficient aggregate shall be maintained at the site at all times to permit continuous uninterrupted operation of the mixing plant at the time concrete pavement is being placed.

1.10.2.2 Handling

Aggregate shall be handled avoiding segregation or degradation. Vehicles used for stockpiling or moving aggregate shall be kept clean of foreign materials. Tracked equipment shall not be allowed on coarse aggregate stockpiles. Stockpiles shall be built up and worked avoiding segregation in the piles and preventing different sizes of aggregate from being mixed during storage or batching. Aggregate shall not be stored directly on ground unless a sacrificial layer is left undisturbed and unused.

1.10.3 Other Materials

Reinforcing bars and accessories shall be stored above the ground on platforms, skids, or other supports. Other materials shall be stored avoiding contamination and deterioration. Chemical admixtures which have been in storage at the project site for longer than 6 months or which have been subjected to freezing shall not be used unless retested and proven to meet the specified requirements. The Contractor shall ensure that materials can be accurately identified after bundles or containers are opened.

1.11 EQUIPMENT

All plant, equipment, tools, and machines used in the work shall be maintained in satisfactory working conditions at all times.

1.11.1 Batching and Mixing Plant

1.11.1.1 Location of Batching and Mixing Plant

The batching and mixing plant shall be located on the project site as indicated on the drawings. There shall be operable telephonic or radio

communication between the batching plant and the placing site at all times concreting is taking place.

1.11.1.2 Type and Capacity of Batching and Mixing Plant

The batching and mixing plant shall be a stationary-type plant. The plant shall be designed and operated to produce concrete within the specified tolerances, and shall have a capacity of at least 250 cu. yd. per hour. The batching plant shall conform to the requirements of NRMCA CPMB 100 and as specified; however, rating plates attached to batch plant equipment are not required.

1.11.1.3 Equipment Requirements

The batching controls shall be either semiautomatic or automatic. Semiautomatic batching system shall be provided with interlocks. Separate bins or compartments shall be provided for each size group of aggregate and each cementitious material. Aggregates shall be weighed either in separate weigh batchers with individual scales or cumulatively in one weigh batcher on one scale, provided the fine aggregate is weighed first. Aggregate shall not be weighed in the same batcher with cementitious material. If both cement and pozzolan are used, they may be batched cumulatively, provided portland cement is batched first. Water shall not be weighed or measured cumulatively with another ingredient. Water batcher filling and discharging valves shall be so interlocked that the discharge valve cannot be opened before the filling valve is fully closed. An accurate mechanical device for measuring and dispensing each chemical admixture shall be provided. Each dispenser shall be interlocked with the batching cycle and discharged automatically to obtain uniform distribution throughout the batch in the specified mixing period. Different chemical admixtures shall not be combined before introduction in water and cement. The plant shall be arranged to facilitate the inspection of all operations at all times. Suitable facilities shall be provided for obtaining representative samples of aggregates from each bin or compartment.

1.11.1.4 Scales

Adequate facilities shall be provided for the accurate measurement and control of each of the materials entering each batch of concrete. The weighing equipment shall conform to the applicable requirements of NIST HB 44, except that the accuracy shall be within 0.2 percent of scale capacity. The Contractor shall provide standard test weights and any other auxiliary equipment required for checking the operating performance of each scale or other measuring device. Each weighing unit shall include a visible springless dial, which shall indicate the scale load at all stages of the weighing operation or shall include a beam scale with a beam balance indicator that will show the scale in balance at zero load and at any beam setting. The indicator shall have an over and under travel equal to at least 5 percent of the capacity of the beam. Approved electronic digital indicators and load cells may also be used. The weighing equipment shall be arranged to allow the concrete plant operator to conveniently observe the dials or indicators.

1.11.1.5 Batching Tolerances

The following tolerances shall apply.

Materials	Percentage of Required Mass
Cement (and Pozzolan)	plus or minus 1
Aggregate	plus or minus 2
Water	plus or minus 1
Admixture	plus or minus 3

For volumetric batching equipment for water and admixtures, the above numeric tolerances shall apply to the required volume of material being batched. Concentrated admixtures shall be uniformly diluted, if necessary, to provide sufficient volume per batch to ensure that the batchers will consistently operate within the above tolerance.

1.11.1.6 Moisture Control

The plant shall be capable of ready adjustment to compensate for the varying moisture contents of the aggregates and to change the quantities of the materials being batched. An electric moisture meter complying with the provisions of COE CRD-C 143 shall be provided for measuring of moisture in the fine aggregate. The sensing element shall be arranged so that measurement is made near the batcher charging gate of the fine aggregate bin or in the fine aggregate batcher.

1.11.1.7 Recorders

A graphic or digital recorder conforming to the requirements of NRMCA CPMB 100 shall be furnished and kept operational at the batching plant.

1.11.2 Concrete Mixers

Mixers shall be stationary mixers. Truck mixers shall not be used for mixing or transporting paving concrete. Mixers shall be capable of combining the materials into a uniform mixture and of discharging this mixture without segregation. The mixers shall not be charged in excess of the capacity recommended by the manufacturer. The mixers shall be operated at the drum or mixing blade speed designated by the manufacturer. The mixers shall be maintained in satisfactory operating condition, and the mixer drums shall be kept free of hardened concrete. Mixer blades or paddles shall be replaced when worn down more than 10 percent of their depth when compared with the manufacturer's dimension for new blades or paddles.

1.11.2.1 Stationary, Central Plant, Mixers

Stationary mixers shall be drum mixers of tilting type. Mixers shall be provided with an acceptable device to lock the discharge mechanism until the required mixing time has elapsed.

1.11.2.2 Mixing Time and Uniformity

- a. Stationary Mixers: For stationary mixers, before uniformity data are available, the mixing time for each batch after all solid materials are in the mixer, provided that all of the mixing water is introduced before one-fourth of the mixing time has elapsed, shall be 1 minute for mixers having a capacity of 1 cubic yard. For mixers of greater capacity, this minimum time shall be

increased 20 seconds for each additional 1.33 cubic yard or fraction thereof. After results of uniformity tests are available, the mixing time may be reduced to the minimum time required to meet uniformity requirements; but if uniformity requirements are not being met, the mixing time shall be increased as directed. Mixer performance tests at new mixing times shall be performed immediately after any change in mixing time. When regular testing is performed, the concrete shall meet the limits of any five of the six uniformity requirements listed in Table 4, below. When abbreviated testing is performed, the concrete shall meet only those requirements listed for abbreviated testing. The concrete proportions used for uniformity tests shall be as used on the project. Regular testing shall consist of performing all six tests on three batches of concrete. The range for regular testing shall be the average of the ranges of the three batches. Abbreviated testing shall consist of performing the three required tests on a single batch of concrete. The range for abbreviated testing shall be the range for one batch. If more than one mixer is used and all are identical in terms of make, type, capacity, condition, speed of rotation, etc., the results of tests on one of the mixers shall apply to the others, subject to the approval of the Contracting Officer. All mixer performance (uniformity) testing shall be performed by the Contractor in accordance with COE CRD-C 55 and with paragraph titled TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL.

TABLE 4
UNIFORMITY REQUIREMENTS--STATIONARY MIXERS

Parameter	Regular Tests Allowable Maximum Range for Average of 3 Batches	Abbreviated Tests Allowable Maximum Range for 1 Batch
Unit weight of air-free mortar, lb/cubic ft	2.0	2.0
Air content, percent	1.0	--
Slump, inches	25	--
Coarse aggregate, percent	6.0	6.0
Compressive strength at 7 days, percent	10.0	10.0
Water content, percent	1.5	--

- b. Truck Mixers: Mixer performance (uniformity) tests for truck mixers shall be made by the Contractor in accordance with ASTM C 94/C 94M.

1.11.3 Transporting Equipment

Concrete shall be transported to the paving site in nonagitating equipment conforming to ASTM C 94/C 94M in approved truck mixers designed with extra large blading and rear opening specifically for low slump concrete or in approved agitators. All transporting equipment shall be designed and

operated to deliver and discharge the required concrete mixture completely without segregation.

1.11.4 Transfer and Spreading Equipment

Equipment for transferring concrete from the transporting equipment to the paving lane in front of the paver shall be specially manufactured, self-propelled transfer equipment which will accept the concrete outside the paving lane and will transfer and spread it evenly across the paving lane in front of the paver and strike off the surface evenly to a depth which permits the paver to operate efficiently. The travelling surge hopper shall be a specially manufactured, self-propelled transfer-placer which will operate in front of the paver and accept the concrete from the transporting equipment outside the paving lane, store it as necessary, and feed it out evenly across the lane in front of the paver at a depth which permits the paver to operate efficiently. The capacity shall be such that concrete is always available in front of the paver, to prevent the need for stopping the paver. It shall be designed to always discharge the oldest concrete remaining in the hopper before the fresher concrete. Well abandonment forms will be obtained from the Washington State Department of Ecology. All information required on the form will be included for each well abandoned. The abandonment forms must be submitted to the Washington State Department of Ecology within thirty days of abandonment.

1.11.5 Paver-Finisher

The paver-finisher shall be a heavy-duty, self-propelled machine designed specifically for paving and finishing high quality pavement. The paver-finisher shall weigh at least 2200 lb. per foot of lane width, and shall be powered by an engine having at least 6.0 horsepower per foot of lane width. The paver-finisher shall spread, consolidate, and shape the plastic concrete to the desired cross section in one pass. The mechanisms for forming the pavement shall be easily adjustable in width and thickness and for required crown. In addition to other spreaders required by paragraph Transfer and Spreading Equipment, the paver-finisher shall be equipped with a full width knock-down auger or paddle mechanism, capable of operating in both directions, which will evenly spread the fresh concrete in front of the screed or extrusion plate. Immersion vibrators shall be gang mounted at the front of the paver on a frame equipped with suitable controls so that all vibrators can be operated at any desired depth within the slab or completely withdrawn from the concrete, as required. The vibrators shall be automatically controlled so that they will be immediately stopped as forward motion of the paver ceases. The spacing of the immersion vibrators across the paving lane shall be as necessary to properly consolidate the concrete, but the clear distance between vibrators shall not exceed 30 inches. Spud vibrators shall operate at a frequency of not less than 8000 impulses per minute and an amplitude of not less than 0.03 inch and tube vibrators at a frequency of not less than 5000 impulses per minute and an amplitude of not less than 0.03 inch, as determined by COE CRD-C 521. The paver-finisher shall be equipped with a transversely oscillating screed or an extrusion plate to shape, compact, and smooth the surface and shall so finish the surface that no significant amount of hand finishing, except use of cutting straightedges, is required. The screed or extrusion plate shall be constructed to provide adjustment for crown in the pavement. The entire machine shall provide adjustment for variation in lane width or thickness and to prevent more than 8 inches of the screed or extrusion plate extending over previously placed concrete on either end when paving fill-in lanes. Machines that cause displacement of properly installed forms or cause ruts or indentations in the prepared underlying

materials and machines that cause frequent delays due to mechanical failures shall be replaced as directed.

1.11.5.1 Paver-Finisher with Fixed Forms

The paver-finisher shall be equipped with wheels designed to keep it aligned with the forms and to spread the load so as to prevent deformation of the forms.

1.11.5.2 Slipform Paver-Finisher

The slipform paver-finisher shall be automatically controlled and crawler mounted with four padded tracks so as to be completely stable under all operating conditions. The paver-finisher shall finish the surface and edges so that no edge slump beyond allowable tolerance occurs. Horizontal alignment shall be electronically referenced to a taut wire guideline. Vertical alignment shall be electronically referenced on both sides of the paver to a taut wire guideline, to an approved laser control system, or, only where permitted by paragraph Slipform Paving, to a ski operating on a completed lane. Suitable moving side forms shall be provided that are adjustable and will produce smooth, even edges, perpendicular to the top surface and meeting specification requirements for alignment and freedom from edge slump.

1.11.5.3 Longitudinal Mechanical Float

A longitudinal mechanical float shall be specially designed and manufactured to smooth and finish the pavement surface without working excess paste to the surface. It shall be rigidly attached to the rear of the paver-finisher or to a separate self-propelled frame spanning the paving lane. The float plate shall be at least 5 feet long by 8 inches wide and shall automatically be oscillated in the longitudinal direction while slowly moving from edge to edge of the paving lane, with the float plate in contact with the surface at all times.

1.11.5.4 Nonrotating Pipe Float

A pipe float if used, shall be a nonrotating pipe 6 to 10 inches in diameter and sufficiently long to span the full paving width when oriented at an angle of approximately 60 degrees with the centerline. The pipe float shall be mounted on a self-propelled frame that spans the paving lane. No means of applying water to the surface shall be incorporated in the pipe float.

1.11.5.5 Other Types of Finishing Equipment

Clary screeds or other rotating tube floats, or bridge deck finishers, shall not be allowed on the project. Concrete finishing equipment of types other than specified above may be demonstrated on a test section outside the production pavement if approved in writing. If the Contracting Officer's representative decides from evaluation of the test section that the equipment is better than the specified finishing equipment, its use will be permitted as long as it continues to perform better than the specified equipment.

1.11.6 Curing Equipment

Equipment for applying membrane-forming curing compound shall be mounted on a self-propelled frame that spans the paving lane. The reservoir for

curing compound shall be constantly mechanically (not air) agitated during operation and shall contain means for completely draining the reservoir. The spraying system shall consist of a mechanically powered pump which will maintain constant pressure during operation, an operable pressure gauge, and either a series of spray nozzles evenly spaced across the lane to give uniformly overlapping coverage or a single spray nozzle which is mounted on a carriage which automatically traverses the lane width at a speed correlated with the forward movement of the overall frame. All spray nozzles shall be protected with wind screens. Any hand-operated sprayers allowed by paragraph Membrane Curing shall be compressed air supplied by a mechanical air compressor. If the curing machine fails to apply an even coating of compound at the specified rate, it shall immediately be replaced.

1.11.7 Texturing Equipment

Texturing equipment shall be as specified below. Before use, the texturing equipment shall be demonstrated on a test section, and the equipment shall be modified as necessary to produce the texture directed.

1.11.7.1 Fabric Drag

A fabric drag shall consist of a piece of material as long as the lane width securely attached to a separate wheel mounted frame spanning the paving lane or to one of the other similar pieces of equipment. Width of the material shall provide 12 to 18 inches dragging flat on the pavement surface. Length shall be at least equal to the width of the slab plus 24 inches. The material shall be clean, reasonably new burlap, completely saturated with water before attachment to the frame and always resaturated before start of use and kept clean and saturated during use. Burlap shall conform to AASHTO M 182, Class 3 or 4. The fabric material shall be an approved artificial turf fabricated of a plastic material, and shall be a type that has proved satisfactory for this use in previous pavement construction.

1.11.8 Sawing Equipment

Equipment for sawing joints and for other similar sawing of concrete shall be standard diamond-type concrete saws mounted on a wheeled chassis which can be easily guided to follow the required alignment. Blades shall be diamond tipped. If demonstrated to operate properly, abrasive blades may be used. Wheel saws shall be saws with large diameter tungsten carbide tipped blades mounted on a heavy-duty chassis which will produce a saw kerf at least 1-1/2 inch wide. All saws shall be capable of sawing to the full depth required.

1.11.9 Straightedge

The Contractor shall furnish and maintain at the job site, in good condition, one 12 foot straightedge for each paving train for testing the hardened portland cement concrete surfaces. These straightedges shall be constructed of aluminum or magnesium alloy and shall have blades of box or box-girder cross section with flat bottom, adequately reinforced to insure rigidity and accuracy. Straightedges shall have handles for operation on the pavement.

1.11.10 Profilograph

The Contractor shall furnish a 25 foot profilograph for testing the finished pavement surface. The profilograph shall produce a record on tape

of the results of testing the pavement surface and shall automatically mark the Profile Index of each section tested as well as indicate and measure each "must grind" point, all in accordance with CDT Test 526 and as required by paragraph Surface Smoothness.

PART 2 PRODUCTS

2.1 CEMENTITIOUS MATERIALS

Cementitious materials shall be portland cement, or only portland cement in combination with pozzolan and shall conform to appropriate specifications listed below. Temperature of cementitious materials as supplied to the project shall not exceed 150 degrees F.

2.1.1 Portland Cement

Portland cement shall conform to ASTM C 150, Type I or II, except that the maximum amount of C3A in Type I cement shall be 15 percent, low-alkali, including false set requirements.

2.1.2 Pozzolan (Fly Ash)

2.1.2.1 Fly Ash

Fly ash shall conform to ASTM C 618, Class F, including the optional requirements in Tables 1A and 2A. Loss on ignition shall not exceed 3 percent. Class F fly ash, when used to mitigate alkali-aggregate reactivity, shall have a Calcium Oxide (CaO) content of less than 8 percent. The Contractor shall comply with EPA requirements in accordance with Section 01670 RECYCLED / RECOVERED MATERIALS.

2.2 AGGREGATES

In addition to the grading requirements specified for coarse aggregate and for fine aggregate, the combined aggregate grading shall meet the following requirements.

- a. If necessary, a blending aggregate shall be used to meet the required combined grading. This blending aggregate shall be batched separately. The combined grading of all aggregates used, in the proportions selected, shall be computed on the basis of cumulative percent retained on each sieve specified for fine and coarse aggregate.
- b. The materials selected and the proportions used shall be such that when the Coarseness Factor (CF) and the Workability Factor (W) are plotted on a diagram as described in d. below, the point thus determined shall fall within the parallelogram described therein.
- c. The Coarseness Factor (CF) shall be determined from the following equation:

$$CF = (\text{cumulative percent retained on the } 3/8 \text{ in. sieve}) (100) / (\text{cumulative percent retained on the No. 8 sieve})$$

The Workability Factor (W) is defined as the cumulative percent passing the No. 8 sieve. However, W shall be adjusted, upwards only, by 2.5 percentage

points for each 94 pounds of cementitious material per cubic yard greater than 564 pounds per cubic yard.

- d. A diagram shall be plotted using a rectangular scale with W on the Y-axis with units from 20 (bottom) to 45 (top), and with CF on the X-axis with units from 80 (left side) to 30 (right side). On this diagram a parallelogram shall be plotted with corners at the following coordinates (CF-75, W-28), (CF-75, W-40), (CF-45, W-32.5), and (CF-45, W-41). If the point determined by the intersection of the computed CF and W does not fall within the above parallelogram, the grading of each size of aggregate used and the proportions selected shall be changed as necessary.
- e. In addition, the individual percent retained on each sieve shall be plotted for the combined aggregate grading, on either rectangular or semi-log graph paper. The graph shall show a relative smooth transition between coarse and fine aggregate and shall have no major valleys or peaks in the area smaller than the No. 8 sieve. If this plot does not meet the above criteria, the grading of each size aggregate used and the proportions selected shall be changed as necessary.

2.2.1 Aggregate Sources

Fine and coarse aggregates to be used in all concrete shall be evaluated and tested by the Contractor for alkali-aggregate reactivity in accordance with ASTM C 1260. Both coarse aggregate size groups shall be tested if from different sources. Test results shall have a measured expansion equal to or less than 0.08 percent at 16 days after casting. Should the test data indicate an expansion greater than 0.08 percent, the aggregate(s) shall be rejected, or additional testing, using a modified version of ASTM C 1260, shall be performed by the Contractor as described below. ASTM C 1260 shall be modified as follows to include one of the following options:

- a. Utilize the Contractor's proposed low alkali portland cement and Class F fly ash in combination for the test proportioning. Class F fly ash shall contain less than 8 percent Calcium Oxide (CaO) and shall be used in the range of 25 to 40 percent of the total cementitious material by mass. The quantity shall be determined that will meet all the requirements of these specifications and which will lower the expansion equal to or less than 0.08 percent at 16 days after casting.

If any of the above options does not lower the expansion equal to or less than 0.08 percent at 16 days after casting, the aggregate(s) shall be rejected and the Contractor shall submit new aggregate sources for retesting. The results of the testing shall be submitted to the Contracting Officer for evaluation and acceptance.

2.2.2 Coarse Aggregate

Coarse aggregate shall have a satisfactory service record of at least 5 years successful service in three paving projects or, if a new source is used, shall meet the requirements when tested for resistance to freezing and thawing.

2.2.2.1 Material Composition

Coarse aggregate shall consist of crushed gravel, crushed stone, . Crushed gravel shall contain not less than 75 percent of crushed particles by mass in each sieve size, as determined by COE CRD-C 171.

2.2.2.2 Quality

Aggregates as delivered to the mixers shall consist of clean, hard, uncoated particles meeting the requirements of ASTM C 33 and other requirements specified herein.

2.2.2.3 Particle Shape Characteristics

Particles of the coarse aggregate shall be generally spherical or cubical in shape. The quantity of flat and elongated particles in any size group shall not exceed 20 percent by weight as determined by COE CRD-C 119. A flat particle is defined as one having a ratio of width to thickness greater than 3; an elongated particle is one having a ratio of length to width greater than 3.

2.2.2.4 Size and Grading

The nominal maximum size of the coarse aggregate shall be 1 1/2 inch and shall meet the size groups below. When the nominal maximum coarse size is greater than 1 inch, the aggregates shall be furnished in two size groups as follows:

Nominal Maximum Size Inches	Size Group
3/4	ASTM C 33 --No.67 (No. 4 to 3/4 inch)
1-1/2	ASTM C 33 --No. 4 (3/4 to 1-1/2 inch)

The grading of the coarse aggregate within the separated size groups shall conform to the requirements of ASTM C 33, Sizes 67 and 4 as delivered to the mixer. The entrained air content shall be increased nearer the upper limit as the maximum coarse-aggregate size is decreased.

2.2.2.5 Deleterious Materials - Airfield Pavements

The amount of deleterious material in each sieve size of coarse aggregate shall not exceed the limits shown in Table 5 below, determined in accordance with the test methods shown.

TABLE 5
LIMITS OF DELETERIOUS MATERIALS IN COARSE AGGREGATE
FOR AIRFIELD PAVEMENTS
Percentage by Mass

Clay lumps and friable particles (ASTM C 142)	0.2
Shale (a) (ASTM C 295)	0.1
Material finer than 0.075 mm (No. 200 sieve) (b) (ASTM C 117)	0.5
Lightweight particles (c) (ASTM C 123)	0.2
Clay ironstone (d) (ASTM C 295)	0.1
Chert and cherty stone (less than 2.40 Mg/cubic meter density SSD (2.40 Sp. Gr.)) (e) (ASTM C 295)	0.1
Claystone, mudstone, and siltstone (f) (ASTM C 295)	0.1
Shaly and argillaceous limestone (g) (ASTM C 295)	0.2
Other soft particles COE CRD-C 130	1.0
Total of all deleterious substances exclusive of material finer than 0.075 mm (No. 200 sieve)	1.0

- a. Shale is defined as a fine-grained, thinly laminated or fissile sedimentary rock. It is commonly composed of clay or silt or both. It has been indurated by compaction or by cementation, but not so much as to have become slate.
- b. Limit for material finer than 0.075 mm (No. 200 sieve) will be increased to 1.5 percent for crushed aggregates if the fine material consists of crusher dust that is essentially free from clay or shale.
- c. The separation medium shall have a density of 2.0 Mg/cubic meter (Sp. Gr. of 2.0).
- d. Clay ironstone is defined as an impure variety of iron carbonate, iron oxide, hydrous iron oxide, or combinations thereof, commonly mixed with clay, silt, or sand. It commonly occurs as dull, earthy particles, homogeneous concretionary masses, or hard-shell particles with soft interiors. Other names commonly used for clay

ironstone are "chocolate bars" and limonite concretions.

- e. Chert is defined as a rock composed of quartz, chalcedony or opal, or any mixture of these forms of silica. It is variable in color. The texture is so fine that the individual mineral grains are too small to be distinguished by the unaided eye. Its hardness is such that it scratches glass but is not scratched by a knife blade. It may contain impurities such as clay, carbonates, iron oxides, and other minerals. Other names commonly applied to varieties of chert are: flint, jasper, agate, onyx, hornstone, porcellanite, novaculite, sard, carnelian, plasma, bloodstone, touchstone, chrysoprase, heliotrope, and petrified wood. Cherty stone is defined as any type of rock (generally limestone) that contains chert as lenses and nodules, or irregular masses partially or completely replacing the original stone.
- f. Claystone, mudstone, or siltstone, is defined as a massive fine-grained sedimentary rock that consists predominantly of indurated clay or silt without laminations or fissility. It may be indurated either by compaction or by cementation.
- g. Shaly limestone is defined as limestone in which shale occurs as one or more thin beds or laminae. These laminae may be regular or very irregular and may be spaced from a few inches down to minute fractions of an inch. Argillaceous limestone is defined as a limestone in which clay minerals occur disseminated in the stone in the amount of 10 to 50 percent by weight of the rock; when these make up from 50 to 90 percent, the rock is known as calcareous (or dolomitic) shale (or claystone, mudstone, or siltstone).

2.2.2.6 Testing Sequence Deleterious Materials -- Airfields Only

The size of the sample shall be at least 200 pounds for the 3/4 to 1-1/2 inch size and 25 pounds for the No. 4 to 3/4 inch coarse aggregate and 10 pounds for the fine aggregate. The Contractor shall provide facilities for the ready procurement of representative test samples. Samples shall be taken and tested by and at the expense of the Contractor, using appropriate Corps of Engineers laboratory and ASTM test methods. Additional tests and analyses of aggregates at various stages in the processing and handling operations may be made by the Government at the discretion of the Contracting Officer. Such Government testing will not relieve the Contractor of any of its testing responsibilities. The testing procedure on each sample of coarse aggregate for compliance with limits on deleterious materials shall be as follows:

Step 1: Test approximately one-fifth of sample for material finer than the No. 200 sieve.

Step 2: Wash off material finer than No. 200 sieve from the remainder of the sample and recombine the remainder with material retained on the No. 200 sieve from Step 1.

Step 3: Test remaining full sample for clay lumps and friable particles and remove.

Step 4: Test remaining full sample for lightweight particles and remove, and then for chert and/or cherty stone with SSD density of less than 2.40 Mg/cubic meter (Sp. Gr. 2.40) and remove.

Step 5: Test remaining sample for clay-ironstone, shale, claystone, mudstone, siltstone, shaly and/or argillaceous limestone, and remove.

Step 6: Test approximately one-fifth of remaining full sample for other soft particles.

Determination of deleterious materials listed in Steps 4 and 5 shall be performed by an individual specifically trained in petrographic identification. The individual selected to perform the identification of these deleterious materials shall be subject to approval and, at least 10 days before any individual is proposed to commence this type of work, the Contractor shall submit a written resum, of the individual's training and experience for approval by the Concrete Laboratory. The Contractor will not be entitled to any extension of time or additional payment due to any delays caused by the testing, evaluation, or personnel requirements.

2.2.2.7 Resistance to Freezing and Thawing

Coarse aggregate not having a satisfactory demonstrable service record shall have a durability factor of 50 or more when subjected to freezing and thawing in concrete in accordance with COE CRD-C 114.

2.2.2.8 Resistance to Abrasion

Coarse aggregate shall not show more than 40 percent loss when subjected to the Los Angeles abrasion test in accordance with ASTM C 131.

2.2.3 Fine Aggregate

Fine aggregate shall have a service record of at least 5 years satisfactory service in three paving projects or, if a new source is used, shall meet the requirements for resistance to freezing and thawing.

2.2.3.1 Composition

Fine aggregate shall consist of natural sand, manufactured sand, or a combination of the two, and shall be composed of clean, hard, durable particles. Irrespective of the source from which it is obtained, all fine aggregate shall be composed of clean, hard, durable particles meeting the requirements of ASTM C 33. Each type of fine aggregate shall be stockpiled and batched separately. Any degree of contamination will be cause for the rejection of the entire stockpile.

2.2.3.2 Particle Shape

Particles of the fine aggregate shall be generally spherical or cubical in shape.

2.2.3.3 Grading

Grading of the fine aggregate, as delivered to the mixer, shall conform to the requirements of ASTM C 33. In addition, the fine aggregate, as delivered to the mixer, shall have a fineness modulus of not less than 2.50 nor more than 3.00. The grading of the fine aggregate also shall be controlled so that the fineness moduli of at least nine of every set of ten consecutive samples of the fine aggregate, as delivered to the mixer, will not vary more than 0.15 from the average fineness moduli of all samples previously taken. The fineness modulus shall be determined by COE CRD-C 104.

2.2.3.4 Deleterious Material

The amount of deleterious material in the fine aggregate shall not exceed the following limits by mass:

<u>Material</u>	<u>Percentage by Mass</u>
Clay lumps and friable particles ASTM C 142	1.0
Material finer than 0.075 mm (No. 200 sieve) ASTM C 117	3.0
Lightweight particles ASTM C 123 using a medium with a density of 2.0 Mg/cubic meter (Sp. Gr. of 2.0))	0.5
Total of all above	3.0

2.2.3.5 Resistance to Freezing and Thawing

Fine aggregate not having a satisfactory demonstrable service record shall have a durability factor of 50 or more when subjected to freezing and thawing in concrete in accordance with COE CRD-C 114.

2.3 CHEMICAL ADMIXTURES

2.3.1 Air-Entraining Admixtures

The air-entraining admixture shall conform to ASTM C 260 and shall consistently entrain the air content in the specified ranges under field conditions. The air-entraining admixture shall be in a solution of suitable concentration for field use.

2.3.2 Accelerator

An accelerator shall be used only when specified in paragraph SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES and shall not be used to reduce the amount of cementitious material used. Accelerator shall conform to ASTM C 494/C 494M, Type C. Calcium chloride and admixtures containing calcium chloride shall not be used.

2.3.3 Retarder

A retarding admixture shall meet the requirements of ASTM C 494/C 494M, Type B, except that the 6-month and 1-year compressive strength tests are waived. The use of the admixture is at the option of the Contractor, but shall not be used to reduce the amount of cementitious material.

2.3.4 Water-Reducer

A water-reducing admixture shall meet the requirements of ASTM C 494/C 494M, Type A or D except that the 6-month and 1-year compressive strength tests are waived. The admixture may be added to the concrete mixture only when its use is approved or directed, and only when it has been used in mixture proportioning studies to arrive at approved mixture proportions.

2.4 CURING MATERIALS

2.4.1 Membrane Forming Curing Compound

Membrane forming curing compound shall be a white pigmented compound conforming to COE CRD-C 300.

2.4.2 Burlap

Burlap used for curing shall conform to AASHTO M 182, Class 3 or 4. Materials shall be new or shall be clean materials never used for anything other than curing concrete.

2.5 WATER

Water for mixing and curing shall be fresh, clean, potable, and free of injurious amounts of oil, acid, salt, or alkali, except that non-potable water may be used if it meets the requirements of COE CRD-C 400.

2.6 JOINT MATERIALS

2.6.1 Expansion Joint Material

Expansion joint filler shall be a preformed material conforming to ASTM D 1751 or ASTM D 1752 Type I. Expansion joint filler shall be 3/4 inch thick.

2.7 REINFORCING

All reinforcement shall be free from loose, flaky rust, loose scale, oil, grease, mud, or other coatings that might reduce the bond with concrete. Removal of thin powdery rust and tight rust is not required. However, reinforcing steel which is rusted to the extent that it does not conform to the required dimensions or mechanical properties shall not be used.

2.7.1 Reinforcing Bars and Bar Mats

Reinforcing bars shall conform to ASTM A 615/A 615M, billet-steel, Grade 60. Bar mats shall conform to ASTM A 184/A 184M. The bar members shall be billet steel.

2.7.2 Welded Wire Fabric

Welded steel wire fabric shall conform to ASTM A 185.

2.7.3 Deformed Wire Fabric

Welded deformed steel wire fabric shall conform to ASTM A 497.

2.8 DOWELS

2.8.1 Dowels

Dowels shall be single piece bars fabricated or cut to length at the shop or mill before delivery to the site. Dowels shall be free of loose, flaky rust and loose scale and shall be clean and straight. Dowels may be sheared to length provided that the deformation from true shape caused by shearing does not exceed 0.04 inch on the diameter of the dowel and does not extend more than 0.04 inch from the end of the dowel. Dowels shall be plain (non-deformed) steel bars conforming to ASTM A 615/A 615M, Grade 40

or 60. Paint for dowels shall conform to MIL-DTL-24441/20.

2.9 EPOXY RESIN

All epoxy-resin materials shall be two-component materials conforming to the requirements of ASTM C 881, Class as appropriate for each application temperature to be encountered, except that in addition, the materials shall meet the following requirements:

- a. Material for use for embedding dowels and anchor bolts shall be Type IV, Grade 3.
- b. Material for use as patching materials for complete filling of spalls, wide cracks, and other voids and for use in preparing epoxy resin mortar shall be Type III, Grade as approved.
- c. Material for use for injecting cracks shall be Type IV, Grade 1.
- d. Material for bonding freshly mixed portland cement concrete or mortar or freshly mixed epoxy resin concrete or mortar to hardened concrete shall be Type V, Grade as approved.

2.10 SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES

2.10.1 Specified Flexural Strength

Specified flexural strength, R , for concrete is 650 psi at 90 days, as determined by tests made in accordance with ASTM C 78 of beams fabricated and cured in accordance with ASTM C 192/C 192M or as determined by equivalent flexural strength for acceptance as specified in paragraph, Flexural Strength. Maximum allowable water-cementitious material ratio is 0.45. The water-cementitious material ratio will be the equivalent water-cement ratio as determined by conversion from the weight ratio of water to cement plus pozzolan by the mass equivalency method described in ACI 211.1. The concrete shall be air-entrained with a total air content of 6.0 plus or minus 1.5 percentage points, at the point of placement. Air content shall be determined in accordance with ASTM C 231. The maximum allowable slump of the concrete at the point of placement shall be 2 inches for pavement constructed with fixed forms. For slipformed pavement, at the start of the project, the Contractor shall select a maximum allowable slump which will produce in-place pavement meeting the specified tolerances for control of edge slump.

2.10.2 Concrete Temperature

The temperature of the concrete as delivered shall conform to the requirements of paragraphs, Paving in Hot Weather and Paving in Cold Weather. Temperature of concrete shall be determined in accordance with ASTM C 1064/C 1064M.

2.10.3 Concrete Strength for Final Acceptance

The strength of the concrete will be considered acceptable when the average equivalent 90-day flexural strengths for each lot are above the 'Specified Flexural Strength' as determined by correlation with 14-day compressive strength tests specified in paragraph MIXTURE PROPORTIONS BY CONTRACTOR for 90-day flexural Strength, and no individual set (2 cylinders per subplot) in the lot are 25 psi or more below the equivalent 'Specified Flexural Strength'. If any lot or subplot, respectively, fails to meet the above

criteria, the lot or subplot shall be removed and replaced at no additional cost to the Government. This is in addition to and does not replace the average strength required for day-to-day CQC operations as specified in paragraph Average Flexural Strength Required for Mixtures.

2.11 MIXTURE PROPORTIONS BY CONTRACTOR

2.11.1 Composition

Concrete shall be composed of cementitious material, water, fine and coarse aggregates, and admixtures. The cementitious material shall be portland cement, or only portland cement in combination with pozzolan. Fly ash, if used with non alkali-reactive aggregates, shall consist of not less than 15 percent of the cementitious material by mass and not more than 35 percent.

If Class F fly ash slag is required to mitigate potential alkali-aggregate reactivity, the percentage by mass determined from the modified ASTM C 1260 testing shall be used in the mixture proportioning studies.. The total cementitious material content shall be at least 517 lb./cu. yd.. Admixtures shall consist of air entraining admixture and may also include, as approved retarder or water-reducing admixture. If water-reducer is used, it shall be used only at the dosage determined during mixture proportioning studies. High range water-reducing admixtures and admixtures to produce flowable concrete shall not be used.

2.11.2 Concrete Proportioning Studies, Pavement Concrete

Trial design batches, mixture proportioning studies, and testing requirements shall be the responsibility of the Contractor. Mixture proportioning studies shall be performed by a commercial laboratory, inspected by the Government, and approved in writing. The laboratory performing the mixture proportioning shall conform with ASTM C 1077. Strength requirements during mixture proportioning studies shall be based on flexural strength as determined by test specimens fabricated in accordance with ASTM C 192/C 192M and tested in accordance with ASTM C 78. Samples of all materials used in mixture proportioning studies shall be representative of those proposed for use on the project and shall be accompanied by the manufacturer's or producer's test reports indicating compliance with these specifications. Trial mixtures having proportions, slumps, and air content suitable for the work shall be based on methodology described in ACI 211.1, modified as necessary to accommodate flexural strength.

2.11.2.1 Water-Cement Ratio

At least three different water-cement ratios, which will produce a range of strength encompassing that required on the project, shall be used. The maximum allowable water-cement ratio required in paragraph Maximum Water-Cement Ratio will be the equivalent water-cement ratio as determined by conversion from the mass ratio of water to cement plus pozzolan by the weight equivalency method as described in ACI 211.1. Laboratory trial mixtures shall be proportioned for maximum permitted slump and air content.

2.11.2.2 Trial Mixture Studies

Separate sets of trial mixture studies shall be made for each combination of cementitious materials and each combination of admixtures proposed for use. No combination of either shall be used until proven by such studies, except that, if approved in writing and otherwise permitted by these specifications, an accelerator or a retarder may be used without separate

trial mixture study. Separate trial mixture studies shall also be made for concrete for any placing method proposed which requires special properties.

The temperature of concrete in each trial batch shall be reported. Each mixture shall be designed to promote easy and suitable concrete placement, consolidation and finishing, and to prevent segregation and excessive bleeding. Concrete proportioning studies shall be performed using the following procedures:

2.11.2.3 Mixture Proportioning for 90-day Flexural Strength

The following step by step procedure shall be followed:

- a. Fabricate all beams and cylinders for each mixture from the same batch or blend of batches. Fabricate and cure all beams and cylinders in accordance with ASTM C 192/C 192M, using 6 x 6 inch beams and 6 x 12 inch cylinders.
- b. Test beams in accordance with ASTM C 78, cylinders in accordance with ASTM C 39/C 39M.
- c. Fabricate and cure test beams from each mixture for 7, 14, and 90-day flexural tests; 6 beams to be tested per age.
- d. Fabricate and cure test cylinders from each mixture for 7, 14, and 90-day compressive strength tests; 6 cylinders to be tested per age.
- e. Using the average strength for each w/c at each age, plot all results from each of the three mixtures on separate graphs for w/c versus:

7-day flexural strength
14-day flexural strength
90-day flexural strength

7-day compressive strength
14-day compressive strength
90-day compressive strength
- f. From these graphs select a w/c that will produce a mixture giving a 90-day flexural strength equal to the required strength determined in accordance with paragraph "Average Flexural Strength Required for Mixtures".
- g. Using the above selected w/c, select from the graphs the expected 7, 14, 28 and 90-day flexural strengths and the expected 7, 14, and 90-day compressive strengths for the mixture.
- h. From the above expected strengths for the selected mixture determine the following Correlation Ratios:
 - (1) Ratio of the 14-day compressive strength of the selected mixture to the 90-day flexural strength of the mixture (for acceptance).
 - (2) Ratio of the 7-day compressive strength of the selected mixture to the 90-day flexural strength of the mixture (for CQC control).

- i. If there is a change in materials, additional mixture design studies shall be made using the new materials and new Correlation Ratios shall be determined.
- j. No concrete pavement shall be placed until the Contracting Officer has approved the Contractor's mixture proportions.

2.11.3 Contractor Quality Control for Average Flexural Strength

The Contractor's day to day production shall be Controlled (CQC) in accordance with the criteria herein, in the following subparagraphs, and in par. 'Concrete Strength Testing for CQC'. This is entirely different from the acceptance requirements of par. 'Concrete Strength for Final Acceptance', and it is mandatory that both sets of requirements must be met. If at any time, the 'equivalent average 90-day flexural strength', for any lot, as determined by correlation with results of 7-day compressive test specimens, is 69 psi or more below the 'required equivalent average 90-day flexural strength', as specified below, the paving operation shall be stopped and the Contractor shall take necessary steps to improve the mixture proportioning, materials, or the batching and mixing to increase the strength. The paving operations shall not recommence until the Contracting Officer has approved the Contractor's Proposed changes in writing.

2.11.3.1 Average CQC Flexural Strength Required for Mixtures

In order to ensure meeting, the strength requirements specified in paragraph SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES, during production, the mixture proportions selected during mixture proportioning studies and used during construction shall produce a required average CQC flexural strength exceeding the specified strength, R, by the amount indicated below. This required average CQC flexural strength, Ra, will be used only for CQC operations as specified in paragraph TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL and as specified in the previous paragraph. During production, the required Ra shall be adjusted (increased or decreased), as appropriate and as approved, based on the standard deviation of equivalent 90-day strengths being attained during paving.

- a. From Previous Test Records: Where a concrete production facility has previous test records, a standard deviation shall be established in accordance with the applicable provisions of ACI 214.3R. Test records from which a standard deviation is calculated shall represent materials, quality control procedures, and conditions similar to those expected, shall represent concrete produced to meet a specified flexural strength or strengths within 150 psi of the 90-day flexural strength specified for the proposed work, and shall consist of at least 30 consecutive tests. A strength test shall be the average of the strengths of two specimens made from the same sample of concrete and tested at 90 days. Required average CQC flexural strength, Ra, used as the basis for selection of concrete proportions shall be the value from the equation that follows, using the standard deviation as determined above:

$$Ra = R + 1.34S$$

Where: S = standard deviation

R = specified flexural strength

Ra = required average flexural strength

Where a concrete production facility does not have test records meeting the requirements above but does have a record based on 15 to 29 consecutive tests, a standard deviation shall be established as the product of the calculated standard deviation and a modification factor from the following table:

NUMBER OF TESTS	MODIFICATION FACTOR FOR STANDARD DEVIATION
15	1.16
20	1.08
25	1.03
30 or more	1.00

- b. Without Previous Test Records: When a concrete production facility does not have sufficient field strength test records for calculation of the standard deviation, the required average strength, R_a , shall be determined by adding 15 percent to the specified flexural strength, R .

PART 3 EXECUTION

3.1 PREPARATION FOR PAVING

Before commencing paving, the following shall be performed. Surfaces to receive concrete shall be prepared as specified below. If used, forms shall be in place, cleaned, coated, and adequately supported. Any reinforcing steel needed shall be at the paving site. All transporting and transfer equipment shall be ready for use, clean, and free of hardened concrete and foreign material. Equipment for spreading, consolidating, screeding, finishing, and texturing concrete shall be at the paving site, clean and in proper working order. All equipment and material for curing and for protecting concrete from weather or mechanical damage shall be at the paving site, in proper working condition, and in sufficient amount for the entire placement. When hot, windy conditions during paving appear probable, equipment and material shall be at the paving site to provide windbreaks, shading, fogging, or other action to prevent plastic shrinkage cracking or other damaging drying of the concrete.

3.2 CONDITIONING OF UNDERLYING MATERIAL

3.2.1 General Procedures

The underlying base course material, upon which concrete is to be placed shall be clean, damp, and free from debris, waste concrete or cement, frost, ice, and standing or running water. Prior to setting forms or placement of concrete, the underlying material shall be well drained and shall have been satisfactorily graded and uniformly compacted in accordance with the applicable Section of these specifications. The surface of the subgrade or base course shall be tested as to crown, elevation, and density in advance of setting forms or of concrete placement using slip-form techniques. High areas shall be trimmed to proper elevation. Low areas shall be filled and compacted to a condition similar to that of surrounding grade, or filled with concrete monolithically with the pavement. Where low areas are filled with concrete, the areas shall be marked, as approved, and cores for thickness determinations as required by paragraph, Flexural Strength and Thickness shall not be drilled in those areas. Any underlying

material disturbed by construction operations shall be reworked and recompacted to specified density immediately in front of the paver. If a slipform paver is permitted and is used, the same underlying material under the paving lane shall be continued beyond the edge of the lane a sufficient distance and shall be thoroughly compacted and true to grade to provide a suitable trackline for the slipform paver and firm support for the edge of the paving lane. Where an open-graded granular base is required under the concrete, the Contractor shall select paving equipment and procedures which will operate properly on the base course without causing displacement or other damage.

3.2.2 Traffic on Underlying Material

After the underlying material has been prepared for concrete placement, no equipment shall be permitted thereon. Subject to specific approval, crossing of the prepared subgrade or base course at specified intervals for construction purposes may be permitted, provided rutting or indentations do not occur; however, if traffic has been allowed to use the prepared subgrade or base course, the surface shall be reworked and reprepared to the satisfaction of the Contracting Officer before concrete is placed.

3.3 WEATHER LIMITATIONS

3.3.1 Placement and Protection During Inclement Weather

The Contractor shall not commence placing operations when heavy rain or other damaging weather conditions appear imminent. At all times when placing concrete, the Contractor shall maintain on-site sufficient waterproof cover and means to rapidly place it over all unhardened concrete or concrete that might be damaged by rain. Placement of concrete shall be suspended whenever rain or other damaging weather commences to damage the surface or texture of the placed unhardened concrete, washes cement out of the concrete, or changes the water content of the surface concrete. All unhardened concrete shall be immediately covered and protected from the rain or other damaging weather. Any pavement damaged by rain or other weather shall be completely removed and replaced at the Contractor's expense as specified in paragraph, Repair, Removal, Replacement of Slabs.

3.3.2 Paving in Hot Weather

When the ambient temperature during paving is expected to exceed 90 degrees F, the concrete shall be properly placed and finished in accordance with procedures previously submitted and as specified herein. The concrete temperature at time of delivery to the forms shall not exceed the temperature shown in the table below when measured in accordance with ASTM C 1064/C 1064M. Cooling of the mixing water or aggregates or placing in the cooler part of the day may be required to obtain an adequate placing temperature. An approved retarder may be used to facilitate placing and finishing. Steel forms and reinforcing shall be cooled as approved prior to concrete placement when steel temperatures are greater than 120 degrees F. Transporting and placing equipment shall be cooled or protected if necessary to maintain proper concrete-placing temperature. Concrete shall be placed continuously and rapidly at a rate of not less than 100 feet of paving lane per hour. The finished surfaces of the newly laid pavement shall be kept damp by applying a fog spray (mist) with approved spraying equipment until the pavement is covered by the curing medium. If necessary, wind screens shall be provided to protect the concrete from an evaporation rate in excess of 0.2 lb./square foot per hour, as determined by method shown in Figure 2.1.5 of ACI 305R.

Maximum Allowable Concrete Placing Temperature

Relative Humidity, Percent, During Time of Concrete Placement	Maximum Allowable Concrete Temperature in Degrees F
Greater than 60	90
40-60	85
Less than 40	80

3.3.3 Prevention of Plastic Shrinkage Cracking

During hot weather with low humidity, and particularly with appreciable wind, the Contractor shall develop and institute measures to prevent plastic shrinkage cracks from developing. Particular care shall be taken if plastic shrinkage cracking is potentially imminent and especially if it has developed during a previous placement. Periods of high potential for plastic shrinkage cracking can be anticipated by use of Fig. 2.1.5 of ACI 305R. In addition to the protective measures specified in the previous paragraph, the concrete placement shall be further protected by erecting shades and windbreaks and by applying fog sprays of water, sprinkling, ponding, or wet covering. When such water treatment is stopped, curing procedures shall be immediately commenced. Plastic shrinkage cracks that occur shall be filled by injection of epoxy resin as directed, after the concrete hardens. Plastic shrinkage cracks shall never be troweled over or filled with slurry.

3.3.4 Paving in Cold Weather

Special protection measures, as submitted and approved, and as specified herein, shall be used if freezing temperatures are anticipated before the expiration of the specified curing period. The ambient temperature of the air at the placing site and the temperature of surfaces to receive concrete shall be not less 40 degrees F. However, placement may begin when both the ambient temperature and the temperature of the underlying material are at least 35 degrees F and rising. When the ambient temperature is less than 50 degrees F, the temperature of the concrete when placed shall be not less than 50 degrees F nor more than 75 degrees F. Heating of the mixing water or aggregates will be required to regulate the concrete placing temperature. Materials entering the mixer shall be free from ice, snow, or frozen lumps. Salt, chemicals or other materials shall not be incorporated in the concrete to prevent freezing. Upon written approval, chemical admixture conforming to ASTM C 494/C 494M Type C or E may be used provided it contains no calcium chloride. Calcium chloride shall not be used at any time. Covering and other means shall be provided for maintaining the concrete at a temperature of at least 50 degrees F for not less than 72 hours after placing, and at a temperature above freezing for the remainder of the curing period. Pavement damaged by freezing shall be completely removed and replaced at the Contractor's expense as specified in paragraph REPAIR, REMOVAL, REPLACEMENT OF SLABS.

3.4 CONCRETE PRODUCTION

Batching, mixing, and transporting equipment shall have a capacity sufficient to maintain a continuous, uniform forward movement of the paver of not less than 2.5 feet per minute. Concrete shall be deposited in front of the paver within 45 minutes from the time cement has been charged into

the mixing drum, except that if the ambient temperature is above 90 degrees F, the time shall be reduced to 30 minutes. No water shall be added to the concrete after it is batched except that, if truck mixers are permitted, water may be added at the paving site to adjust the slump as approved, provided the maximum allowable w/c is not exceeded. Such water shall be injected under pressure as described in subparagraph, Truck Mixers. Every load of concrete delivered to the paving site shall be accompanied by a batch ticket from the operator of the batching plant. Tickets shall be on approved forms and shall show at least the mass, or volume, of all ingredients in each batch delivered, the water meter and revolution meter reading on truck mixers and the time of day. Tickets shall be delivered to the placing foreman who shall keep them on file and deliver them to the Government weekly.

3.4.1 Batching and Mixing Concrete

The batching and mixing equipment and the operation thereof shall conform to the requirements of paragraph EQUIPMENT and as specified herein. All equipment shall be kept clean and in operable condition at all times. Scale pivots and bearings shall be kept clean and free of rust. Any equipment which fails to perform as specified shall immediately be removed from use until properly repaired and adjusted, or replaced.

3.4.2 Transporting and Transfer - Spreading Operations

The transporting and transfer equipment and the operation thereof shall conform to the requirements of paragraph EQUIPMENT and as specified herein.

All equipment shall be kept clean and in operable condition at all times. Non-agitating equipment shall be used only on smooth roads and for haul time less than 15 minutes at all times during the work day. No transporting equipment shall be allowed to operate on the prepared and compacted underlying material in front of the paver-finisher. An approved transfer spreader shall be used to transfer the concrete from hauling equipment outside the paving lane and to spread it evenly and strike it off to approximate grade in front of the paver-finisher. Concrete shall be deposited as close as possible to its final position in the paving lane. All equipment shall be operated to discharge and transfer concrete without segregation. In no case shall dumping of concrete in discrete piles be permitted. No transfer or spreading operation which requires the use of front-end loaders, dozers, or similar equipment to distribute the concrete will be permitted. All batching and mixing, transporting, transferring, paving, and finishing shall be properly coordinated and controlled such that the paver-finisher has a continuous forward movement at a reasonably uniform speed from beginning to end of each paving lane, except for inadvertent equipment breakdown. Failure to achieve this shall require the Contractor to halt operations, regroup, and modify operations to achieve this requirement.

3.5 PAVING

3.5.1 General Requirements

The paving and finishing equipment and the operation thereof shall conform to the requirements of paragraph EQUIPMENT and as specified herein. All equipment shall be kept clean and properly operable at all times. Pavement shall be constructed with paving and finishing equipment utilizing rigid fixed forms or by use of slipform paving equipment. Paving and finishing equipment and procedures shall be capable of constructing paving lanes of the required width at a rate of at least 100 feet of paving lane per hour

on a routine basis. Paving equipment and its operation shall be controlled, and coordinated with all other operations, such that the paver-finisher has a continuous forward movement, at a reasonably uniform speed, from beginning to end of each paving lane, except for inadvertent equipment breakdown. Workmen with foreign material on their footwear or construction equipment that might deposit foreign material shall not be permitted to walk or operate in the plastic concrete.

3.5.2 Consolidation

Concrete shall be consolidated with the specified type of lane-spanning, gang-mounted, mechanical, immersion type vibrating equipment mounted in front of the paver, supplemented, in rare instances as specified, by hand-operated vibrators. Gang-mounted vibrator spuds shall be spaced so as to thoroughly consolidate the entire paving lane, but not more than 30 inch spacing, and with the outside vibrators not more than 12 inches from the edge of the lane. The vibrators shall be inserted into the concrete to a depth that will provide the best full-depth consolidation but not closer to the underlying material than 2 inches. The vibrators or any tamping units in front of the paver shall be automatically controlled so that they shall be stopped immediately as forward motion ceases. Excessive vibration shall not be permitted. If the vibrators cause visible tracking in the paving lane, the paving operation shall be stopped and equipment and operations modified to prevent it. Concrete in small, odd-shaped slabs or in isolated locations inaccessible to the gang-mounted vibration equipment shall be vibrated with an approved hand-operated immersion vibrator. Vibrators shall not be used to transport or spread the concrete. Hand-operated vibrators shall not be operated in the concrete at one location for more than 20 seconds. For each paving train, at least one additional vibrator spud, or sufficient parts for rapid replacement and repair of vibrators shall be maintained at the paving site at all times. Any evidence of inadequate consolidation (honeycomb along the edges, large air pockets, or any other evidence) shall require the immediate stopping of the paving operation and approved adjustment of the equipment or procedures.

3.5.3 Operation

When the paver approaches a header at the end of a paving lane, a sufficient amount of concrete shall be maintained ahead of the paver to provide a roll of concrete which will spill over the header. The amount of extra concrete shall be sufficient to prevent any slurry that is formed and carried along ahead of the paver from being deposited adjacent to the header. The spud vibrators in front of the paver shall be brought as close to the header as possible before they are lifted. Additional consolidation shall be provided adjacent to the headers by hand-manipulated vibrators. When the paver is operated between or adjacent to previously constructed pavement (fill-in lanes), provisions shall be made to prevent damage to the previously constructed pavement. Transversely oscillating screeds and extrusion plates shall overlap the existing pavement the minimum possible, but in no case more than 8 inches. These screeds or extrusion plates shall be electronically controlled from the previously placed pavement so as to prevent them from applying pressure to the existing pavement and to prevent abrasion of the pavement surface. The overlapping area of existing pavement surface shall at all times be kept completely free of any loose or bonded foreign material as the paver-finisher operates across it. When the paver travels on existing pavement, approved provisions shall be made to prevent damage to the existing pavement. Pavers using transversely oscillating screeds shall not be used to form fill-in lanes that have widths less than a full width for which the paver was designed or adjusted.

3.5.4 Required Results

The paver-finisher, and its gang-mounted vibrators, together with its operating procedures shall be adjusted and operated and coordinated with the concrete mixture being used to produce a thoroughly consolidated slab throughout, true to line and grade within specified tolerances. The screed or the extrusion plate shall be properly adjusted to produce a pavement surface true to line and grade. Any necessary adjustment to compensate for surging behind the screed or for inadequate height of surface after paving shall be carefully made and checked frequently. The paver-finishing operation shall produce a surface finish free of irregularities, tears, voids of any kind, and any other discontinuities. It shall produce only a very minimum of paste at the surface; never more than 3/32 inch cover over the top layer of coarse aggregate. The paver-finisher shall make only one pass across the pavement; multiple passes will not be permitted. The equipment and its operation shall produce a finished surface requiring no hand finishing other than the use of cutting straightedges, except in very infrequent instances. If any equipment or operation fails to produce the above results, the paving shall be stopped, the equipment shall be replaced or properly adjusted, the operation shall be appropriately modified, or the mixture proportions modified, in order to produce the required results before recommencing paving. No water, other than true fog sprays (mist) as specified in paragraph, Prevention of Plastic Shrinkage Cracking, shall be applied to the concrete or the concrete surface during paving and finishing.

3.5.5 Fixed Form Paving

Paving equipment for fixed-form paving and the operation thereof shall conform to the requirements of paragraph EQUIPMENT, all requirements specified above under paragraph PAVING and as specified herein.

3.5.5.1 Forms for Fixed-Form Paving

- a. Forms shall be steel, except that wood forms may be used for curves having a radius of 150 feet or less, and for fillets. Forms shall be equal in depth to the edge thickness of the slab as shown on the drawings. Forms shall be in one piece for the full depth required, except as permitted below. Under no conditions shall forms be adjusted by filling or excavating under the forms to an elevation other than the bottom of the pavement slab. Where the project requires several different slab thicknesses, forms may be built up with metal or wood to provide an increase in depth of not more than 25 percent. The required form depth may be obtained by securely bolting or welding to the bottom of the form a tubular metal section of the proper thickness or by securely bolting wood planks to the bottom of the form. The tubular metal section or wood planks shall completely cover the underside of the base of the form and shall extend beyond the edge of the base a sufficient distance to provide the necessary stability. The base width of the one-piece form, or built-up form, shall be not less than eight-tenths of the vertical height of the form, except that forms 8 inches or less in vertical height shall have a base width not less than the vertical height of the form. Forms shall not be built-up by adding to the top. The top surface of each form section shall not vary more than 1/16 inch in 12 feet from a true line. The face of the form shall not vary more than 3/16 inch in 12 feet from a true plane. Forms with battered top surfaces or distorted faces or bases shall be removed from the project. Where

keyway forms are required, they shall be rigidly attached to the main form so no displacement can take place. Metal keyway forms shall be tack-welded to steel forms. Keyway forms shall be so aligned that there is no variation over 1/4 inch either vertically or horizontally, when tested with a 12 foot template after forms are set, including tests across form joints.

- b. Steel forms shall be furnished in sections not less than 10 feet in length, except that on curves having a radius of 150 feet or less, the length of the sections shall be 5 feet unless the sections are flexible or curved to the proper radius. Each 10 foot length of form shall be provided with at least three form braces and pin sockets so spaced that the form will be rigidly braced throughout its length. Lock joints between form sections shall be free from play or movement. Forms shall be free of warps, bends, or kinks.
- c. Wood forms for curves and fillets shall be made of well-seasoned, surfaced plank or plywood, straight, and free from warp or bend. Wood forms shall be adequate in strength and rigidly braced.
- d. The forms shall be set on firm material cut true to grade so that each form section when placed will be firmly in contact with the underlying layer for its entire length and base width. Underlying material shall be thoroughly compacted and trimmed to grade before forms are set in place. Setting forms on blocks or on built-up spots of underlying material will be not permitted under any condition. The form sections shall be staked into position and tightly locked together. The length of pins and quantity provided in each section shall be sufficient to hold the form at the correct line and grade. When tested with a straightedge, the top of the installed form shall conform to the requirements specified for the finished surface of the concrete, and the longitudinal axis of the upstanding leg shall not vary more than 1/4 inch from the straightedge. Conformity to the alignment and grade elevations shown on the drawings shall be checked and necessary corrections shall be made immediately prior to placing the concrete. Forms shall be set well in advance of concrete placement. The forms shall be cleaned and oiled each time before concrete is placed. No concrete shall be placed until setting of forms has been checked and approved by the CQC team.
- e. Forms for overlay pavements and for other locations where forms must be set on existing pavements shall be held securely in place with stakes or by other approved methods. Holes in existing pavements for form stakes shall be carefully drilled by methods which will not crack or spall the existing pavement. After use, the holes shall be filled as directed. Any method which does not hold the form securely or which damages the existing pavement shall be immediately discontinued. Prior to setting forms for paving operations, the Contractor shall demonstrate his proposed form setting procedures at an approved location and shall not proceed further until the proposed method is approved.

3.5.5.2 Form Removal

Forms shall remain in place at least 12 hours after the concrete has been placed. When conditions are such that the early strength gain of the concrete is delayed, the forms shall be left in place for a longer time, as

directed. Forms shall be removed by procedures that do not injure the concrete. Bars or heavy metal tools shall not be used directly against the concrete in removing the forms. Any concrete found to be defective after form removal shall be repaired promptly, using procedures specified hereinafter or as directed.

3.5.6 Slipform Paving

3.5.6.1 General

Paving equipment for slipform paving and the operation thereof shall conform to the requirement of paragraph EQUIPMENT, all requirements specified above in subparagraphs, General, Consolidation, Operation, and Required Results, and as specified herein. The slipform paver shall shape the concrete to the specified and indicated cross section, meeting all tolerances, in one pass. The slipform paver shall finish the surface and edges so that only a very minimum isolated amount of hand finishing is required. If the paving operation does not meet the above requirements and the specified tolerances, the operation shall be immediately stopped, and the Contractor shall regroup and replace or modify any equipment as necessary, modify paving procedures or modify the concrete mix, in order to resolve the problem. The slipform paver shall be automatically electronically controlled from a taut wire guideline for horizontal alignment and on both sides from a taut wire guideline for vertical alignment, except that electronic control from a ski operating on a previously constructed adjoining lane shall be used where applicable for either or both sides. Automatic, electronic controls for vertical alignment shall always be used on both sides of the lane. Control from a slope-adjustment control or control operating from the underlying material shall never be used. If approved by the Contracting Officer after a preconstruction demonstration, automatic laser controls may be used in lieu of or to supplement the taut wire guidelines. Side forms on slipform pavers shall be properly adjusted so that the finished edge of the paving lane meets all specified tolerances. Dowels in longitudinal construction joints shall be installed as specified below. The installation of these dowels by dowel inserters attached to the paver or by any other means of inserting the dowels into the plastic concrete shall not be permitted. If a keyway is required, a 26 gauge thick metal keyway liner shall be installed as the keyway is extruded. The keyway liner shall be protected and shall remain in place and become part of the joint.

3.5.6.2 Guideline for Slipform Paving

Guidelines shall be accurately and securely installed well in advance of concrete placement. Supports shall be provided at necessary intervals to eliminate all sag in the guideline when properly tightened. The guideline shall be high strength wire set with sufficient tension to remove all sag between supports. Supports shall be securely staked to the underlying material or other provisions made to ensure that the supports will not be displaced when the guideline is tightened or when the guideline or supports are accidentally touched by workmen or equipment during construction. The appliances for attaching the guideline to the supports shall be capable of easy adjustment in both the horizontal and vertical directions. When it is necessary to leave gaps in the guideline to permit equipment to use or cross underlying material, provisions shall be made for quickly and accurately replacing the guideline without any delay to the forward progress of the paver. Supports on either side of the gap shall be secured in such a manner as to avoid disturbing the remainder of the guideline when the portion across the gap is positioned and tightened. The guideline

across the gap and adjacent to the gap for a distance of 200 feet shall be checked for horizontal and vertical alignment after the guideline across the gap is tightened. Vertical and horizontal positioning of the guideline shall be such that the finished pavement shall conform to the alignment and grade elevations shown on the drawings within the specified tolerances for grade and smoothness. The specified tolerances are intended to cover only the normal deviations in the finished pavement that may occur under good supervision and do not apply to setting of the guideline. The guideline shall be set true to line and grade.

3.5.6.3 Laser Controls

If the Contractor proposes to use any type of automatic laser controls, a detailed description of the system shall be submitted and a trial field demonstration shall be performed in the presence of the Contracting Officer at least one week prior to start of paving. Approval of the control system will be based on the results of the demonstration and on continuing satisfactory operation during paving.

3.5.7 Placing Reinforcing Steel

The type and amount of steel reinforcement shall be as shown on the drawings. For pavement thickness of 12 inches or more, the reinforcement steel shall be installed by the strike-off method wherein a layer of concrete is deposited on the underlying material, consolidated, and struck to the indicated elevation of the steel reinforcement. The reinforcement shall be laid upon the prestruck surface, and the remaining concrete shall then be placed and finished in the required manner. When placement of the second lift causes the steel to be displaced horizontally from its original position, provisions shall be made for increasing the thickness of the first lift and depressing the reinforcement into the unhardened concrete to the required elevation. The increase in thickness shall be only as necessary to permit correct horizontal alignment to be maintained. Any portions of the bottom layer of concrete that have been placed more than 30 minutes without being covered with the top layer shall be removed and replaced with newly mixed concrete without additional cost to the Government. For pavements less than 12 inches thick, the reinforcement shall be positioned on suitable chairs securely fastened to the subgrade prior to concrete placement. Concrete shall be vibrated after the steel has been placed. Regardless of placement procedure, the reinforcing steel shall be free from coatings which could impair bond between the steel and concrete, and laps in the reinforcement shall be as indicated. In lieu of the above, automatic reinforcement depressing attachments may be used to position the reinforcement, either bar mats or welded wire fabric, provided the entire operation is approved by the Contracting Officer. Regardless of the equipment or procedures used for installing reinforcement, the Contractor shall ensure that the entire depth of concrete is adequately consolidated. If reinforcing for Continuously Reinforced Concrete Pavement (CRCP) is required, the entire operating procedure and equipment proposed shall be submitted for approval at least 30 days prior to proposed start of paving.

3.5.8 Placing Dowels

The method used in installing and holding dowels in position shall ensure that the error in alignment of any dowel from its required alignment after the pavement has been completed will not be greater than 1/8 in. per ft. Except as otherwise specified below, location of dowels shall be within a horizontal tolerance of plus or minus 5/8 inch. The Contractor shall

furnish an approved template for checking the alignment and position of the dowels. The portion of each dowel intended to move within the concrete or expansion cap shall be painted with one coat of the specified paint. When dry, the painted portion shall be wiped clean and coated with a thin, even film of lubricating oil before the concrete is placed. Pipe used as dowels shall be filled with a stiff sand-asphalt mixture or portland-cement mortar. Dowels in joints shall be omitted when the center of the dowel is located within a horizontal distance from an intersecting joint equal to or less than one-fourth of the slab thickness. Dowels shall be installed as specified in the following subparagraphs.

3.5.8.1 Contraction Joints

Dowels in longitudinal and transverse contraction joints within the paving lane shall be held securely in place, as indicated, by means of rigid metal frames or basket assemblies of an approved type. The assemblies shall consist of a framework of metal bars or wires arranged to provide rigid support for the dowels throughout the paving operation, with a minimum of four continuous bars or wires extending along the joint line. The dowels shall be welded to the assembly or held firmly by mechanical locking arrangements that will prevent them from rising, sliding out, or becoming distorted during paving operations. The basket assemblies shall be held securely in the proper location by means of suitable pins or anchors. At the Contractor's option, in lieu of the above, dowels in contraction joints shall be installed near the front of the paver by insertion into the plastic concrete using approved equipment and procedures. Approval will be based on the results of a preconstruction demonstration which the Contractor shall conduct, showing that the dowels are installed within specified tolerances.

3.5.8.2 Construction Joints-Fixed Form Paving

Installation of dowels shall be by the bonded-in-place method. Installation by removing and replacing in preformed holes will not be permitted. Dowels shall be prepared and placed across joints where indicated, correctly aligned, and securely held in the proper horizontal and vertical position during placing and finishing operations, by means of devices fastened to the forms. If split dowels are approved and used, the female portion of the split dowel shall be bonded in the initially placed pavement lane. The female portion of the split dowel shall be securely fastened to the pavement form and shall maintain the proper position and alignment of the dowel during concrete placement so that no mortar or other foreign material will enter the socket or coupling. Before the split dowels are assembled, the external and internal threads shall be cleaned thoroughly to remove all cement, cement mortar, grit, dirt, and other foreign matter. In the final assembly, a minimum torque of 200 ft-lbs shall be applied. The spacing of dowels in construction joints shall be as indicated, except that, where the planned spacing cannot be maintained because of form length or interference with form braces, closer spacing with additional dowels shall be used.

3.5.8.3 Dowels Installed in Hardened Concrete

Dowels installed in hardened concrete, such as in longitudinal construction joints for slipform paving, in joints between new and existing pavement, and similar locations, shall be installed by bonding the dowels into holes drilled into the hardened concrete. The installation of dowels in longitudinal construction joints by dowel inserters attached to a slipform paver or by any other means of inserting the dowels into the plastic

concrete shall not be permitted. However, when paving two lanes together with a longitudinal contraction joint between, any dowels required may be installed in this joint with an approved inserter. Holes approximately 1/8 inch greater in diameter than the dowels shall be drilled into the hardened concrete with rotary core drills to receive the dowels. In lieu of rotary drills, the contractor may use percussion drills, provided that spalling at the collar of the hole does not occur. Regardless of the type of drill used, the drill shall be held rigidly in exact alignment by means of a stable jig or framework, solidly supported; gang drills meeting this are acceptable. Any damage to the concrete face during drilling shall be repaired as directed; continuing damage shall require modification of the equipment and operation. Dowels shall be bonded in the drilled holes using epoxy resin. Epoxy resin shall be injected at the back of the hole before installing the dowel and extruded to the collar during insertion of the dowel so as to completely fill the void around the dowel. Application by buttering the dowel shall not be permitted. The dowels shall be held in alignment at the collar of the hole, after insertion and before the grout hardens, by means of a suitable metal or plastic collar fitted around the dowel. The vertical alignment of the dowels shall be checked by placing a straightedge on the surface of the pavement over the top of the dowel and measuring the vertical distance between the straightedge and the beginning and ending point of the exposed part of the dowel. The horizontal alignment shall be checked with a framing square. Dowels required to be installed in any joints between new and existing concrete shall be grouted in holes drilled in the existing concrete, all as specified above.

3.5.8.4 Expansion Joints

Dowels in expansion joints shall be installed as shown using appropriate procedures specified above.

3.6 FINISHING

The finishing machine, or paver-finisher, shall meet all requirements specified in paragraph EQUIPMENT and herein. Finishing operations shall be a continuing part of placing operations starting immediately behind the strike-off of the paver and the machines shall be designed and operated to strike off, screed, and consolidate the concrete. Initial finishing shall be provided by the transverse screed or extrusion plate. The sequence of operations shall be transverse finishing, longitudinal machine floating if used, straightedge finishing, texturing, and then edging of joints. Finishing shall be by the machine method. The hand method shall be used only infrequently and only on isolated areas of odd slab widths or shapes and in the event of a breakdown of the mechanical finishing equipment. When approved, the hand finishing method may also be used for separate, isolated slabs during removal and replacement type repair operations. Supplemental hand finishing for machine finished pavement shall be kept to an absolute minimum. Equipment to be used for supplemental hand finishing shall primarily be 10 to 12 feet cutting straightedges; only very sparing use of bull floats shall be allowed. Any machine finishing operation which requires appreciable hand finishing, other than a moderate amount of straightedge finishing, shall be immediately stopped and proper adjustments made or the equipment replaced. Every effort shall be made to prevent bringing excess paste to the surface and any operations which produce more than 3/32 inch of paste (mortar, water, laitance, etc.) over the top layer of coarse aggregate shall be halted immediately and the equipment, mixture, or procedures modified as necessary. Compensation shall be made for surging behind the screeds or extrusion plate and settlement during hardening and care shall be taken to ensure that paving and finishing

machines are properly adjusted so that the finished surface of the concrete (not just the cutting edges of the screeds) will be at the required line and grade. Surface checks shall be made regularly and paving operations immediately halted and adjustments made whenever compensation is inadequate. Screed and float adjustments of the machines shall be checked at the start of each day's paving operations and more often if required. Machines that cause frequent delays due to mechanical failure shall be replaced. When machines ride the edge of a previously constructed slab, the edge shall be kept clean and provision shall be made to protect the surface of the slab. Clary screeds, "bridge deck" finishers, or other rotating pipe or tube type equipment will not be permitted. Finishing equipment and tools shall be maintained clean and in an approved condition.

At no time shall water be added to the surface of the slab with the finishing equipment or tools, or in any other way, except for fog (mist) sprays specified to prevent plastic shrinkage cracking.

3.6.1 Longitudinal Floating

When the equipment contains a mechanical, longitudinal, oscillating float, the float shall be operated to smooth and finish the pavement immediately behind the transverse screed or extrusion plate. The float shall be operated maintaining contact with the surface at all times. Care shall be taken to prevent working paste to the surface in excess of the amount specified above.

3.6.2 Other Types of Finishing Equipment

Concrete finishing equipment of types other than those specified above may be used on a trial basis, when specifically approved, except that rotating pipe or tubes or bridge deck finishers will not be permitted. Approval will be given after demonstration on a test section prior to start of construction, and provided the Contracting Officer determines that the pavement produced is better than that produced by the specified equipment. The use of equipment that fails to produce finished concrete of the required quality, using concrete proportions and slump as specified, shall be discontinued, and the concrete shall be finished with specified equipment and in the manner specified above. Vibrating screeds or pans shall be used only for isolated slabs where hand finishing is permitted as specified, and only where specifically approved. Slipform paving equipment shall not be operated on fixed forms unless approved in writing prior to use.

3.6.3 Machine Finishing With Fixed Forms

The machine shall be designed to ride the forms and shall be operated to screed and consolidate the concrete. Machines that cause displacement of the forms shall be replaced. The machine shall make only one pass over each area of pavement. If the equipment and procedures do not produce a surface of uniform texture, true to grade, in one pass, the operation shall be immediately stopped and the equipment, mixture, and procedures adjusted as necessary.

3.6.4 Machine Finishing With Slipform Pavers

The slipform paver shall be operated so that only a very minimum of additional finishing work is required to produce pavement surfaces and edges meeting the specified tolerances. Any equipment or procedure that fails to meet these specified requirements shall immediately be replaced or modified as necessary. A self-propelled nonrotating pipe float may be used

if the Contractor desires while the concrete is still plastic, to remove minor irregularities and score marks. The pipe float shall be 6 to 10 inches in diameter and sufficiently long to span the full paving width when oriented at an angle of approximately 60 degrees with the center line. Only one pass of the pipe float shall be allowed. If there is sufficient concrete slurry or fluid paste on the surface that it runs over the edge of the pavement, the paving operation shall be immediately stopped and the equipment, mixture, or operation modified to prevent formation of such slurry. Any slurry which does run down the vertical edges shall be immediately removed by hand, using stiff brushes or scrapers. No slurry, concrete or concrete mortar shall be used to build up along the edges of the pavement to compensate for excessive edge slump, either while the concrete is plastic or after it hardens. Slabs having areas of edge slump in excess of the specified tolerances shall be removed and replaced in accordance with paragraph, REPAIR, REMOVAL, REPLACEMENT OF SLABS; repair operations on such areas will not be permitted.

3.6.5 Surface Correction and Testing

After all other finishing is completed but while the concrete is still plastic, minor irregularities and score marks in the pavement surface shall be eliminated by means of cutting straightedges. Such straightedges shall be 12 feet in length and shall be operated from the sides of the pavement and from bridges. A straightedge operated from the side of the pavement shall be equipped with a handle 3 feet longer than one-half the width of the pavement. The surface shall then be tested for trueness with a straightedge held in successive positions parallel and at right angles to the center line of the pavement, and the whole area covered as necessary to detect variations. The straightedge shall be advanced along the pavement in successive stages of not more than one-half the length of the straightedge. Depressions shall be immediately filled with freshly mixed concrete, struck off, consolidated, and refinished. Projections above the required elevation shall also be struck off and refinished. The straightedge testing and finishing shall continue until the entire surface of the concrete is free from observable departure from the straightedge and conforms to the surface requirements specified in paragraph ACCEPTABILITY OF WORK AND PAYMENT ADJUSTMENTS. Long-handled, flat bull floats shall be used very sparingly and only as necessary to correct minor, scattered surface defects. If frequent use of bull floats is necessary, the paving operation shall be stopped and the equipment, mixture or procedures adjusted to eliminate the surface defects. Finishing with hand floats and trowels shall be held to the absolute minimum necessary. Extreme care shall be taken to prevent overfinishing joints and edges. The surface finish of the pavement shall be produced essentially by the finishing machine and not by subsequent hand finishing operations. All hand finishing operations shall be subject to approval and shall be modified when directed. No water shall be added to the pavement surface during these operations.

3.6.6 Hand Finishing

Hand finishing operations shall be used only as specified above.

3.6.6.1 Equipment

In addition to approved mechanical internal vibrators for consolidating the concrete, a strike-off and tamping template and a longitudinal float shall be provided for hand finishing. The template shall be at least 1 foot longer than the width of pavement being finished, of an approved design,

and sufficiently rigid to retain its shape, and shall be constructed of metal or other suitable material shod with metal. The longitudinal float shall be at least 10 feet long, of approved design, and rigid and substantially braced, and shall maintain a plane surface on the bottom. Grate tampers (jitterbugs) shall not be used.

3.6.6.2 Finishing and Floating

As soon as placed and vibrated, the concrete shall be struck off and screeded to the crown and cross section and to such elevation above grade that when consolidated and finished, the surface of the pavement will be at the required elevation. In addition to previously specified complete coverage with handheld immersion vibrators, the entire surface shall be tamped with the strike-off and tamping template, and the tamping operation continued until the required compaction and reduction of internal and surface voids are accomplished (grate tampers shall not be used). Immediately following the final tamping of the surface, the pavement shall be floated longitudinally from bridges resting on the side forms and spanning but not touching the concrete. If necessary, additional concrete shall be placed and screeded, and the float operated until a satisfactory surface has been produced. The floating operation shall be advanced not more than half the length of the float and then continued over the new and previously floated surfaces. Long-handled, flat bull floats shall be used very sparingly and only as necessary to correct minor, scattered surface defects. If frequent use of bull floats is necessary, the operation shall be stopped and adjusted to eliminate the surface defects. Finishing with hand floats and trowels shall be held to the absolute minimum necessary. Extreme care shall be taken to prevent overfinishing joints and edges. No water shall be added to the pavement during finishing operations.

3.6.7 Texturing

Before the surface sheen has disappeared and before the concrete hardens, the surface of the pavement shall be given a texture as described herein. After curing is complete, all textured surfaces shall be thoroughly power broomed to remove all debris.

3.6.7.1 Fabric Drag Surface Finish

Surface texture shall be applied by dragging the surface of the pavement, in the direction of the concrete placement, with an approved fabric drag. The drag shall be operated with the fabric moist, and the fabric shall be cleaned or changed as required to keep clean. The dragging shall be done so as to produce a uniform finished surface having a fine sandy texture without disfiguring marks.

3.6.8 Edging

After texturing has been completed, the edge of the slabs along the forms, along the edges of slipformed lanes, and at the joints shall be carefully finished with an edging tool to form a smooth rounded surface of 1/8 inch radius. Tool marks shall be eliminated, and the edges shall be smooth and true to line. No water shall be added to the surface during edging. Extreme care shall be taken to prevent overworking the concrete.

3.6.9 Outlets in Pavement

Recesses for the tie-down anchors, lighting fixtures, and other outlets in the pavement shall be constructed to conform to the details and dimensions

shown. The concrete in these areas shall be carefully finished to provide a surface of the same texture as the surrounding area that will be within the requirements for plan grade and surface smoothness.

3.7 CURING

3.7.1 Protection of Concrete

Concrete shall be continuously protected against loss of moisture and rapid temperature changes for at least 7 days from the completion of finishing operations. Unhardened concrete shall be protected from rain and flowing water. All equipment needed for adequate curing and protection of the concrete shall be on hand and ready for use before actual concrete placement begins. Sufficient sheet material to protect unhardened concrete from rain shall be at the paver at all times. Protection shall be provided as necessary to prevent cracking of the pavement due to temperature changes during the curing period. If any selected method of curing does not afford the proper curing and protection against concrete cracking, the damaged pavement shall be removed and replaced, and another method of curing shall be employed as directed. Curing shall be accomplished by one of the following methods .

3.7.2 Membrane Curing

A uniform coating of white-pigmented, membrane-forming, curing compound shall be applied to the entire exposed surface of the concrete as soon as the free water has disappeared from the surface after finishing. If evaporation is high and no moisture is present on the surface even though bleeding has not stopped, fog sprays shall be used to keep the surface moist until setting of the cement occurs and bleeding is complete. Curing compound shall then be immediately applied. Along the formed edge faces, it shall be applied immediately after the forms are removed. Concrete shall not be allowed to dry before the application of the membrane. If any drying has occurred, the surface of the concrete shall be moistened with a fine spray of water, and the curing compound applied as soon as the free water disappears. The curing compound shall be applied to the finished surfaces by means of an approved automatic spraying machine. The spraying machine shall be self-propelled and shall span the newly paved lane. The machine shall have one or more spraying nozzles that can be controlled and operated to completely and uniformly cover the pavement surface with the required amount of curing compound. The curing compound in the drum used for the spraying operation shall be thoroughly and continuously agitated mechanically throughout the full depth of the drum during the application. Air agitation may be used only to supplement mechanical agitation. Spraying pressure shall be sufficient to produce a fine spray as necessary to cover the surface thoroughly and completely with a uniform film. Spray equipment shall be kept clean and properly maintained and the spray nozzle or nozzles shall have adequate wind shields. The curing compound shall be applied with an overlapping coverage that will give a two-coat application at a coverage of 400 square feet per gallon, plus or minus 5.0 percent for each coat. A one-coat application may be applied provided a uniform application and coverage of 200 square feet per gallon, plus or minus 5.0 percent is obtained. The application of curing compound by hand-operated, mechanical powered pressure sprayers will be permitted only on odd widths or shapes of slabs where indicated and on concrete surfaces exposed by the removal of forms. When the application is made by hand-operated sprayers, the second coat shall be applied in a direction approximately at right angles to the direction of the first coat. The compound shall form a uniform, continuous, cohesive film that will not check, crack, or peel and

that will be free from pinholes and other discontinuities. If pinholes, abrasions, or other discontinuities exist, an additional coat shall be applied to the affected areas within 30 minutes. Concrete surfaces that are subjected to heavy rainfall within 3 hours after the curing compound has been applied shall be resprayed by the method and at the coverage specified above. Areas where the curing compound is damaged by subsequent construction operations within the curing period shall be immediately resprayed. The surfaces adjacent to joint sawcuts shall be cleaned and resprayed with curing compound immediately after cutting. Approved standby facilities for curing concrete pavement shall be provided at an accessible location at the job site for use in the event of mechanical failure of the spraying equipment or other conditions that might prevent correct application of the membrane-curing compound at the proper time. Concrete surfaces to which membrane-curing compounds have been applied shall be adequately protected during the entire curing period from pedestrian and vehicular traffic, except as required for joint-sawing operations and surface tests, and from any other possible damage to the continuity of the membrane.

3.7.3 Moist Curing

Concrete to be moist-cured shall be maintained continuously wet for the entire curing period, or until curing compound is applied, commencing immediately after finishing. If forms are removed before the end of the curing period, curing shall be carried out as on unformed surfaces, using suitable materials. Surfaces shall be cured by ponding, by continuous sprinkling, by continuously saturated burlap or cotton mats, or by continuously saturated plastic coated burlap. Burlap and mats shall be clean and free from any contamination and shall be completely saturated before being placed on the concrete. The Contractor shall have an approved work system to ensure that moist curing is continuous 24 hours per day and that the entire surface is wet.

3.8 JOINTS

3.8.1 General Requirements for Joints

Joints shall conform to the details indicated and shall be perpendicular to the finished grade of the pavement. All joints shall be straight and continuous from edge to edge or end to end of the pavement with no abrupt offset and no gradual deviation greater than 1/2 inch. Before commencing construction, the Contractor shall submit for approval a control plan and equipment to be used for ensuring that all joints are straight from edge to edge of the pavement within the above tolerances. Where any joint fails to meet these tolerances, the slabs adjacent to the joint shall be removed and replaced at no additional cost to the Government. No change from the jointing pattern shown on the drawings shall be made without written approval of the Contracting Officer. Sealing of joints shall be in as shown on the drawings .

3.8.2 Longitudinal Construction Joints

Longitudinal construction joints between paving lanes shall be located as indicated. Dowels shall be installed in the longitudinal construction joints, or the edges shall be thickened as indicated. Dowels shall be installed in conformance with paragraph, Placing Dowels. After the end of the curing period, longitudinal construction joints shall be sawed to provide a groove at the top for sealant conforming to the details and dimensions indicated.

3.8.3 Transverse Construction Joints

Transverse construction joints shall be installed at the end of each day's placing operations and at any other points within a paving lane when concrete placement is interrupted for 30 minutes or longer. When concrete placement cannot be continued, the transverse construction joint shall be installed at a planned transverse joint, if possible. Transverse construction joints shall be constructed by utilizing headers and the very minimum amount of hand placement and finishing techniques. Pavement shall be constructed with the paver as close to the header as possible, and the paver shall be run out completely past the header. Transverse construction joints shall be installed at a planned transverse joint and shall be constructed as shown on the drawings .

3.8.4 Expansion Joints

Expansion joints shall be formed where indicated, and about any structures and features that project through or into the pavement, using joint filler of the type, thickness, and width indicated, and shall be installed to form a complete, uniform separation between the structure and the pavement. The filler shall be attached to the original concrete placement with adhesive or other fasteners and shall extend the full slab depth. Adjacent sections of filler shall be fitted tightly together, and the filler shall extend across the full width of the paving lane or other complete distance in order to prevent entrance of concrete into the expansion space. Edges of the concrete at the joint face shall be finished with an edger with a radius of 1/8 inch. The joint filler strips shall be installed 3/4 inch below the pavement surface with a slightly tapered, dressed-and-oiled wood strip or other approved material temporarily secured to the top of the filler to form a recess to be filled with joint sealant. The wood strip shall be removed soon after the concrete has set and the reservoir temporarily filled with an approved material to protect the reservoir until the joint sealer is installed. Expansion joints shall be constructed with dowels and or thickened edges for load transfer.

3.8.5 Contraction Joints

Transverse and longitudinal contraction joints shall be of the weakened-plane or dummy type and shall be constructed as indicated. Longitudinal contraction joints shall be constructed by sawing a groove in the hardened concrete with a power-driven saw in conformance with requirements for sawed joints. Transverse contraction joints shall be constructed in conformance with requirements for sawed joints.

3.8.5.1 Sawed Joints

Sawed contraction joints shall be constructed by sawing an initial groove in the concrete with a 1/8 inch blade to the indicated depth. During sawing of joints, and again 24 hours later, the CQC team shall inspect all exposed lane edges for development of cracks below the saw cut, and shall immediately report results to the Contracting Officer. If the Contracting Officer determines that there are more uncracked joints than desired, the Contractor will be directed to saw succeeding joints 25 percent deeper than originally indicated at no additional cost to the Government. After expiration of the curing period, the upper portion of the groove shall be widened by sawing to the width and depth indicated for the joint sealer. The time of initial sawing shall vary depending on existing and anticipated weather conditions and shall be such as to prevent uncontrolled cracking of

the pavement. Sawing of the joints shall commence as soon as the concrete has hardened sufficiently to permit cutting the concrete without chipping, spalling, or tearing. The sawed faces of joints will be inspected for undercutting or washing of the concrete due to the early sawing, and sawing shall be delayed if undercutting is sufficiently deep to cause structural weakness or excessive roughness in the joint. The sawing operation shall be carried on as required during both day and night regardless of weather conditions. The joints shall be sawed at the required spacing consecutively in the sequence of the concrete placement. A chalk line or other suitable guide shall be used to mark the alinement of the joint. Before sawing a joint, the concrete shall be examined closely for cracks, and the joint shall not be sawed if a crack has occurred near the planned joint location. Sawing shall be discontinued when a crack develops ahead of the saw cut. Workmen and inspectors shall wear clean, rubber-soled footwear, and the number of persons walking on the pavement shall be limited to those actually performing the sawing operation. Immediately after the joint is sawed, the saw cut and adjacent concrete surface shall be thoroughly flushed with water until all waste from sawing is removed from the joint. The surface shall be resprayed with curing compound as soon as free water disappears. Necessary precautions shall be taken to insure that the concrete is properly cured at sawed joints, but that no curing compound enters the joints. The top of the joint opening and the joint groove at exposed edges shall be tightly sealed with cord, backer rod, or other approved material before the concrete in the region of the joint is resprayed with curing compound. The method used for sealing the joint groove shall prevent loss of moisture from the joint during the entire specified curing period and shall prevent infiltration of foreign material until removed immediately before sawing joint sealant reservoir. The sawing equipment shall be adequate in the number of units and the power to complete the sawing at the required rate. An ample supply of saw blades shall be available on the job before concrete placement is started and at all times during sawing. At least one standby sawing unit in good working order shall be available at the jobsite at all times during the sawing operation.

3.8.6 Thickened Edge Joints

Thickened edge joints shall be constructed as indicated on the drawings. Underlying material in the transition area shall be graded as shown and shall meet the requirements for smoothness and compaction specified for all other areas of the underlying material.

3.8.7 Special Joints

"Special joints" (undercut joints) shall be constructed adjacent to existing pavement as indicated. The concrete under the edge of the existing pavement and the concrete below the normal level of the bottom of the new pavement shall be placed as a separate operation in front of the paving train. The concrete shall be worked under the edge of the existing pavement to completely fill the void and shall be thoroughly consolidated by the use of hand-held vibrators. Timing shall be such that this concrete is still workable when the paving train goes across it. In no case shall this concrete be placed as part of the operation of the paving equipment.

3.8.8 Sealing Joints

Joints shall be sealed immediately following curing of the concrete or as soon thereafter as weather conditions permit. Sawing or other removal of filler type joint formers shall be accomplished immediately before sealing

of the joints. Joints shall be sealed as specified in Section 02760A FIELD MOLDED SEALANTS FOR SEALING JOINTS IN RIGID PAVEMENTS and/or 02762A COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS.

3.9 REPAIR, REMOVAL, REPLACEMENT OF SLABS

3.9.1 General Criteria

New pavement slabs that are broken or contain cracks shall be removed and replaced or repaired, as specified hereinafter at no cost to the Government. Spalls along joints shall be repaired as specified. Where removal of partial slabs is permitted, as specified, removal and replacement shall be full depth, shall be full width of the paving lane, and the limit of removal shall be normal to the paving lane and not less than 10 feet from each original transverse joint (i.e., removal portion shall be at least 10 feet longitudinally, and portion to remain in place shall be at least longitudinally; thus, if original slab length is less than 20 feet, the entire slab shall be removed). The Contracting Officer will determine whether cracks extend full depth of the pavement and may require cores to be drilled on the crack to determine depth of cracking. Such cores shall be at least 6 inch diameter, shall be drilled by the Contractor and shall be filled by the Contractor with a well consolidated concrete mixture bonded to the walls of the hole with epoxy resin, using approved procedures. Drilling of cores and refilling holes shall be at no expense to the Government. All epoxy resin used in this work shall conform to paragraph EPOXY RESIN, Type and Grade as specified.

3.9.2 Slabs with Cracks Thru Interior Areas

Interior area is defined as that area more than 24 inches from either adjacent original transverse joint. Slabs with any cracks that extend into the interior area, regardless of direction, shall be treated by one of the following procedures.

3.9.2.1 Cracks That Do Not Extend Full Depth of Slab

These cracks, and similar cracks within the areas 24 inches each side of transverse joints, shall be cleaned and then pressure injected with epoxy resin, Type IV, Grade 1, using procedures as approved. The procedure shall not widen the crack during epoxy resin injection. All epoxy resin injection shall take place in the presence of a representative of the Contracting Officer.

3.9.2.2 Cracks That Extend Full Depth of Slab

Where there is any full depth crack at any place within the interior area, the full slab shall be removed. However, if the cracked area all lies within 10 feet of one original transverse joint, only a partial slab need be removed provided all criteria specified above for distance from each original transverse joint is met.

3.9.3 Cracks close to and Parallel to Transverse Joints

All cracks essentially parallel to original transverse joints, extending full depth of the slab, and lying wholly within 24 inches either side of the joint shall be treated as specified hereinafter. Any crack extending more than 24 inches from the transverse joint shall be treated as specified above for Slabs With Cracks Through Interior Areas. Any cracks which do not extend full depth of the slab shall be treated as specified above in

subparagraph, Cracks That Do Not Extend Full Depth Of Slab, and the original transverse joint constructed as originally designed.

3.9.3.1 Full Depth Cracks Present, Original Joint Not Opened

When the original transverse joint has not opened, the crack shall be routed and sealed, and the original transverse joint filled with epoxy resin. The crack shall be routed with an easily guided, wheel mounted, vertical shaft, powered rotary router designed so the routing spindle will caster as it moves along the crack, or with a small diameter saw designed for this use. The reservoir for joint sealant in the crack shall be formed by routing to a depth of 3/4 inch, plus or minus 1/16 inch, and to a width of 5/8 inch, plus or minus 1/8 inch. Any equipment or procedure which causes ravelling or spalling along the crack shall be modified or replaced to prevent such ravelling or spalling. The joint sealant shall be a liquid sealant as specified for rigid pavement joints. Installation of joint seal shall be as specified for sealing joints or as directed. The uncracked transverse joint shall be filled with epoxy resin. If the joint sealant reservoir has been sawed out, the reservoir and as much of the lower saw cut as possible shall be filled with epoxy resin, Type IV, Grade 2, thoroughly tooled into the void using approved procedures. If only the original narrow saw cut has been made, it shall be cleaned and pressure injected with epoxy resin, Type IV, Grade 1, using approved procedures. If filler material (joint insert) has been used to form a weakened plane in the transverse joint, it shall be completely sawed out and the saw cut pressure injected with epoxy resin, Type IV, Grade 1, using approved procedures. Where a parallel crack goes part way across the paving lane and then intersects and follows the original transverse joint which is cracked only for the remainder of the width, it shall be treated as follows: The area with the separate crack shall be treated as specified above for a parallel crack, and the cracked original joint shall be prepared and sealed as originally designed.

3.9.3.2 Full Depth Cracks, Original Joint Also Cracked

At a transverse joint, if there is any place in the lane width where a parallel crack and a cracked portion of the original joint overlap, a section of the slab containing the crack shall be removed and replaced for the full lane width and at least 10 feet long. If this partial slab removal places the limit of removal less than 10 feet from the next transverse joint, the entire slab shall be removed. If the parallel crack crosses the transverse joint line, a similar area shall be removed and replaced in both slabs.

3.9.4 Removal and Replacement of Full Slabs

Where it is necessary to remove full slabs, unless there are keys or dowels present, all edges of the slab shall be cut full depth with a concrete saw.

All saw cuts shall be perpendicular to the slab surface. If keys, dowels are present along any edges, these edges shall be sawed full depth 6 inches from the edge if only keys are present, or just beyond the end of dowels if they are present. These joints shall then be carefully sawed on the joint line to within 1 inch of the depth of the dowel or key. The main slab shall be further divided by sawing full depth, at appropriate locations, and each piece lifted out and removed. Suitable equipment shall be used to provide a truly vertical lift, and approved safe lifting devices used for attachment to the slabs. The narrow strips along keyed or doweled edges shall be carefully broken up and removed using light, hand-held jackhammers, 30 lb or less, or other approved similar equipment. Care

shall be taken to prevent damage to the dowels, or keys or to concrete to remain in place. The joint face below keys or dowels shall be suitably trimmed so that there is no abrupt offset in any direction greater than 1/2 inch and no gradual offset greater than 1 inch when tested in a horizontal direction with a straightedge. No mechanical impact breakers, other than the above hand-held equipment shall be used for any removal of slabs. If underbreak between 1-1/2 and 4 inches deep occurs at any point along any edge, the area shall be repaired as directed before replacing the removed slab. Procedures directed will be similar to those specified for surface spalls, modified as necessary. If underbreak over 4 inches deep occurs, the entire slab containing the underbreak shall be removed and replaced. Where there are no dowels, or keys on an edge, or where they have been damaged, dowels of the size and spacing as specified for other joints in similar pavement shall be installed by epoxy grouting them into holes drilled into the existing concrete using procedures as specified in paragraph, Placing Dowels. Original damaged dowels shall be cut off flush with the joint face. Protruding portions of dowels shall be painted and lightly oiled. All four edges of the new slab shall thus contain dowels or original keys. Placement of concrete shall be as specified for original construction. Prior to placement of new concrete, the underlying material shall be recompact and shaped as specified in the appropriate section of these specifications, and the surfaces of all four joint faces shall be cleaned of all loose material and contaminants and coated with a double application of membrane forming curing compound as bond breaker. Care shall be taken to prevent any curing compound from contacting dowels. The resulting joints around the new slab shall be prepared and sealed as specified for original construction.

3.9.5 Repairing Spalls Along Joints

Where directed, spalls along joints of new slabs, along edges of adjacent existing concrete, and along parallel cracks shall be repaired by first making a vertical saw cut at least 1 inch outside the spalled area and to a depth of at least 2 inches. Saw cuts shall be straight lines forming rectangular areas. The concrete between the saw cut and the joint, or crack, shall be chipped out to remove all unsound concrete and at least a depth of 1/2 inch of visually sound concrete. The cavity thus formed shall be thoroughly cleaned with high pressure water jets supplemented with compressed air to remove all loose material. Immediately before filling the cavity, a prime coat shall be applied to the dry cleaned surface of all sides and bottom of the cavity, except any joint face. The prime coat shall be applied in a thin coating and scrubbed into the surface with a stiff-bristle brush. Prime coat for portland cement repairs shall be a neat cement grout and for epoxy resin repairs shall be epoxy resin, Type III, Grade 1. The cavity shall be filled with low slump portland cement concrete or mortar or with epoxy resin concrete or mortar. Portland cement concrete shall be used for larger spalls, those more than 1/3 cu. ft. in size after removal operations; portland cement mortar shall be used for spalls between 0.03 cu. ft. and 1/3 cu. ft.; and epoxy resin mortar or Type III, Grade 3 epoxy resin for those spalls less than 0.03 cu. ft. in size after removal operations. Portland cement concretes and mortars shall be very low slump mixtures, 1/2 inch slump or less, proportioned, mixed, placed, consolidated by tamping, and cured, all as directed. If the materials and procedures are approved in writing, latex modified concrete mixtures may be used for repairing spalls less than 1/3 cu. ft. in size. Epoxy resin mortars shall be made with Type III, Grade 1, epoxy resin, using proportions and mixing and placing procedures as recommended by the manufacturer and approved by the Contracting Officer. The epoxy resin materials shall be placed in the cavity in layers not over 2 inches thick.

The time interval between placement of additional layers shall be such that the temperature of the epoxy resin material does not exceed 140 degrees F at any time during hardening. Mechanical vibrators and hand tampers shall be used to consolidate the concrete or mortar. Any repair material on the surrounding surfaces of the existing concrete shall be removed before it hardens. Where the spalled area abuts a joint, an insert or other bond-breaking medium shall be used to prevent bond at the joint face. A reservoir for the joint sealant shall be sawed to the dimensions required for other joints, or as required to be routed for cracks. The reservoir shall be thoroughly cleaned and then sealed with the sealer specified for the joints. If any spall penetrates half the depth of the slab or more, the entire slab, or 10 foot portion thereof, shall be removed and replaced as previously specified. In lieu of sawing, spalls not adjacent to joints, and popouts, both less than 6 inches in maximum dimension, may be prepared by drilling a core 2 inches in diameter greater than the size of the defect, centered over the defect, and 2 inches deep or 1/2 inch into sound concrete, whichever is greater. The core hole shall be repaired as specified above for other spalls.

3.10 EXISTING CONCRETE PAVEMENT REMOVAL AND REPAIR

Existing concrete pavement shall be removed as indicated and as specified in Section 02220 DEMOLITION, modified, and expanded as specified herein. Repairs shall be made as indicated and as specified herein. All operations shall be carefully controlled to prevent damage to the concrete pavement and to the underlying material to remain in place. All saw cuts shall be made perpendicular to the slab surface, and forming rectangular areas.

3.10.1 Removal of Existing Pavement Slab

When existing concrete pavement is to be removed and adjacent concrete is to be left in place, the joint between the removal area and adjoining pavement to stay in place shall first be cut full depth with a standard diamond-type concrete saw. Next, a full depth saw cut shall be made parallel to the joint at least 24 inches from the joint and at least 6 inches from the end of any dowels. This saw cut shall be made with a wheel saw as specified in paragraph SAWING EQUIPMENT. All pavement to be removed beyond this last saw cut shall be removed using equipment and procedures specified in Section 02220 DEMOLITION and as approved. All pavement between this last saw cut and the joint line shall be removed by carefully pulling pieces and blocks away from the joint face with suitable equipment and then picking them up for removal. In lieu of this method, this strip of concrete may be carefully broken up and removed using hand-held jackhammers, 30 lb or less, or other approved light-duty equipment which will not cause stress to propagate across the joint saw cut and cause distress in the pavement which is to remain in place. In lieu of the above specified removal method, the slab may be sawcut full depth to divide it into several pieces and each piece lifted out and removed. Suitable equipment shall be used to provide a truly vertical lift, and safe lifting devices used for attachment to the slab. Dowels of the size and spacing indicated shall be installed as shown on the drawings by epoxy resin bonding them in holes drilled in the joint face as specified in paragraph, Placing Dowels.

3.10.2 Edge Repair

The edge of existing concrete pavement against which new pavement abuts shall be protected from damage at all times. Areas which are damaged during construction shall be repaired at no cost to the Government; repair

of previously existing damage areas will be considered a subsidiary part of concrete pavement construction.

3.10.2.1 Spall Repair

Spalls along joints and along cracks shall be repaired where indicated and where directed. Repair materials and procedures shall be as previously specified in subparagraph, Repairing Spalls Along Joints.

3.10.2.2 Underbreak Repair

All underbreak shall be repaired. First, all delaminated and loose material shall be carefully removed. Next, the underlying material shall be recompact, without addition of any new material. Finally, the void shall be completely hand-filled with paving concrete mixture, thoroughly consolidated. Care shall be taken to produce an even joint face from top to bottom. Prior to placing concrete, the underlying material shall be thoroughly moistened. After placement, the exposed surface shall be heavily coated with curing compound. All this shall be done at least 24 hours before placing the new paving concrete against the joint.

3.10.2.3 Underlying Material

The underlying material adjacent to the edge of and under the existing pavement which is to remain in place shall be protected from damage or disturbance during removal operations and until placement of new concrete, and shall be shaped as shown on the drawings or as directed. Sufficient underlying material shall be kept in place outside the joint line to completely prevent disturbance of material under the pavement which is to remain in place. Any material under the portion of the concrete pavement to remain in place which is disturbed or loses its compaction shall be carefully removed and replaced with concrete as specified above under Underbreak Repair. The underlying material outside the joint line shall be thoroughly compacted and shall be moist when new concrete is placed.

3.11 PAVEMENT PROTECTION

The Contractor shall protect the pavement against all damage prior to final acceptance of the work by the Government. Aggregates rubble, or other similar construction materials shall not be piled on airfield pavements. Traffic shall be excluded from the new pavement by erecting and maintaining barricades and signs until the concrete is at least 14 days old, or for a longer period if so directed. As a construction expedient in paving intermediate lanes between newly paved pilot lanes, operation of the hauling equipment will be permitted on the new pavement after the pavement has been cured for 7 days and the joints have been sealed or otherwise protected. Also, the subgrade planer, concrete paving and finishing machines, and similar equipment may be permitted to ride upon the edges of previously constructed slabs when the concrete has attained a minimum flexural strength of 400 psi and approved means are furnished to prevent damage to the slab edge. All new and existing pavement carrying construction traffic or equipment shall be continuously kept completely clean, and spillage of concrete or other materials shall be cleaned up immediately upon occurrence. Special care shall be used where Contractor's traffic uses or crosses active airfield pavement. In these areas, if necessary in order to accomplish this, full-time workmen with hand brooms shall be used at anytime there is traffic. Other existing pavements used by the Contractor shall be power broomed at least daily when traffic operates. For fill-in lanes, equipment shall be used that will not damage

or spall the edges or joints of the previously constructed pavement.

3.12 TESTING AND INSPECTION FOR CONTRACTOR QUALITY CONTROL

3.12.1 Testing and Inspection by Contractor

The Contractor shall perform the inspection and tests described below, and based upon the results of these inspections and tests, shall take the action required and submit reports as required. When, in the opinion of the Contracting Officer, the paving operation is out of control, concrete placement shall cease. The laboratory performing the tests shall be on-site and shall conform with ASTM C 1077. The individuals who sample and test concrete or the constituents of concrete as required in this specification shall have demonstrated a knowledge and ability to perform the necessary test procedures equivalent to the ACI minimum guidelines for certification of Concrete Field Testing Technicians, Grade I. The individuals who perform the inspection of concrete shall have demonstrated a knowledge and ability equivalent to the ACI minimum guidelines for certification of Concrete Construction Inspector, Level II. The Government will inspect the laboratory, equipment, and test procedures prior to start of concreting operations and at least once per year thereafter for conformance with ASTM C 1077. This testing shall be performed by the Contractor regardless of any other testing performed by the Government, either for pay adjustment purposes or for any other reason.

3.12.2 Testing and Inspection Requirements

3.12.2.1 Fine Aggregate

- a. Grading. At least once during each shift when the concrete plant is operating, there shall be one sieve analysis and fineness modulus determination in accordance with ASTM C 136 and COE CRD-C 104 for the fine aggregate or for each fine aggregate if it is batched in more than one size or classification. The location at which samples are taken may be selected by the Contractor as the most advantageous for control. However, the Contractor is responsible for delivering fine aggregate to the mixer within specification limits.
- b. Corrective Action for Fine Aggregate Grading. When the amount passing on any sieve is outside the specification limits, the fine aggregate shall be immediately resampled and retested. If there is another failure on any sieve, the fact shall be immediately reported to the Contracting Officer, paving shall be stopped, and immediate steps taken to correct the grading.

3.12.2.2 Coarse Aggregate

- a. Grading. At least once during each shift in which the concrete plant is operating, there shall be a sieve analysis in accordance with ASTM C 136 for each size of coarse aggregate. The location at which samples are taken may be selected by the Contractor as the most advantageous for production control. However, the Contractor shall be responsible for delivering the aggregate to the mixer within specification limits. A test record of samples of aggregate taken at the same locations shall show the results of the current test as well as the average results of the five most recent tests including the current test. The Contractor may adopt approved limits for control coarser than the specification limits

for samples taken other than as delivered to the mixer to allow for degradation during handling.

- b. Corrective Action for Grading. When the amount passing any sieve is outside the specification limits, the coarse aggregate shall be immediately resampled and retested. If the second sample fails on any sieve, that fact shall be reported to the Contracting Officer, and steps taken to correct the grading. Where two consecutive averages of 5 tests are outside specification limits, the operation shall be considered out of control and shall be reported to the Contracting Officer, paving shall be stopped, and immediate steps shall be taken to correct the grading.

3.12.2.3 Quality of Aggregates

Thirty days prior to the start of concrete placement, the Contractor shall perform all tests specified for aggregate quality, including deleterious materials. In addition, after the start of paving, the Contractor shall perform similar tests for aggregate quality at least once every month, and when the source of aggregate or aggregate quality changes. Testing interval may be increased to three months when the previous two tests indicate the aggregate meets all quality requirements. Samples tested after the start of concrete placement shall be taken immediately prior to entering the concrete mixer.

3.12.2.4 Scales, Batching and Recording

- a. Weighing Accuracy. The accuracy of the scales shall be checked by test weights prior to start of concrete operations and at least once every month for conformance with specified requirements. Such tests shall also be made as directed whenever there are variations in properties of the fresh concrete that could result from batching errors.
- b. Batching and Recording Accuracy. Once a week the accuracy of each batching and recording device shall be checked during a weighing operation by noting and recording the required mass, recorded mass, and the actual mass batched. The Contractor shall test and ensure that the devices for dispensing admixtures are operating properly and accurately.
- c. Corrective Action. When either the weighing accuracy or batching accuracy does not comply with specification requirements, the plant shall not be operated until necessary adjustments or repairs have been made. Discrepancies in recording accuracies shall be corrected immediately.

3.12.2.5 Batch-Plant Control

The measurement of all constituent materials including cementitious materials, each size of aggregate, water, and admixtures shall be continuously controlled. The aggregate masses and amount of added water shall be adjusted as necessary to compensate for free moisture in the aggregates. The amount of air-entraining agent shall be adjusted to control air content within specified limits. A report shall be prepared indicating type and source of cement used, type and source of pozzolan or slag used, amount and source of admixtures used, aggregate source, the required aggregate and water masses per cubic yard, amount of water as free moisture in each size of aggregate, and the batch aggregate and water

masses per cubic yard for each class of concrete batched during each day's plant operation.

3.12.2.6 Concrete Mixture

- a. Air Content Testing. Air content tests shall be made when test specimens are fabricated. In addition, at least two other tests for air content shall be made on randomly selected batches of each separate concrete mixture produced during each 8-hour period of paving. Additional tests shall be made when excessive variation in workability is reported by the placing foreman or Government inspector. Tests shall be made in accordance with ASTM C 231. Test results shall be plotted on control charts which are kept current and shall, at all times, be readily available to the Government and shall be submitted weekly. Copies of the current control charts shall be kept in the field by testing crews and results plotted as tests are made. When a single test result reaches either the upper or lower action limit, a second test shall immediately be made. The results of the two tests shall be averaged and this average used as the air content of the batch to plot on both the air content and the control chart for range, and for determining need for any remedial action. The result of each test, or average as noted in the previous sentence, shall be plotted on a separate control chart for each mixture on which an average line is set at the midpoint of the specified air content range from paragraph SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES. An upper warning limit and a lower warning limit line shall be set 1.0 percentage point above and below the average line, respectively. An upper action limit and a lower action limit line shall be set 1.5 percentage points above and below the average line, respectively. The range between each two consecutive tests shall be plotted on a secondary control chart for range where an upper warning limit is set at 2.0 percentage points and an upper action limit is set at 3.0 percentage points. Samples for air content shall be taken at the paving site. The Contractor shall deliver the concrete to the paving site at the stipulated air content. If the Contractor's materials or transportation methods cause air content loss between the mixer and the paving site, correlation samples shall be taken at the paving site as required by the Contracting Officer, and the air content at the mixer controlled as directed.
- b. Air Content Corrective Action. Whenever points on the control chart for percent air reach either warning limit, an adjustment shall immediately be made in the amount of air-entraining admixture batched. As soon as practical after each adjustment, another test shall be made to verify the result of the adjustment. Whenever a point on the secondary control chart for range reaches the warning limit, the admixture dispenser shall be recalibrated to insure that it is operating accurately and with good reproducibility. Whenever a point on either control chart (single test or result of two tests made concurrently, as specified above) reaches an action limit line, the air content shall be considered out of control and the paving operation shall immediately be halted until the air content is under control. Additional air content tests shall be made when paving is restarted.
- c. Slump Testing. Slump tests shall be made when test specimens are fabricated. In addition, at least four other slump tests shall be

made on randomly selected batches in accordance with ASTM C 143/C 143M for each separate concrete mixture produced during each 8-hour or less period of concrete production each day. Also, additional tests shall be made when excessive variation in workability is reported by the placing foreman or Government inspector. Test results shall be plotted on control charts which shall at all times be readily available to the Government and shall be submitted weekly. Copies of the current control charts shall be kept in the field by testing crews and results plotted as tests are made. When a single slump test reaches or goes beyond the upper action limit, a second test shall immediately be made. The results of the two tests shall be averaged and this average used as the slump of the batch to plot on both the control chart for slump and the chart for range, and for determining need for any remedial action. An upper warning limit shall be set at 1/2 inch below the maximum allowable slump on separate control charts for slump used for each type of mixture as specified in paragraph, SPECIFIED CONCRETE STRENGTH AND OTHER PROPERTIES, and an upper action limit line shall be set at the maximum allowable slump, as specified in the same paragraph for fixed form paving or as selected by the Contractor at the start of the project for slipform paving. The range between each consecutive slump test for each type of mixture shall be plotted on a single control chart for range on which an upper action limit is set at 1-1/2 inches. Samples for slump shall be taken at the paving site. The Contractor is responsible for delivering the concrete to the paving site at the stipulated slump. If the Contractor's materials or transportation methods cause slump loss between the mixer and the paving site, correlation samples shall be taken at the paving site as required by the Contracting Officer, and the slump at the mixer controlled as directed.

- d. Slump Corrective Action. Whenever points on the control charts for slump reach the upper warning limit, an approved adjustment shall immediately be made in the batch masses of water and fine aggregate. The adjustments are to be made so that the total water content does not exceed that amount allowed by the maximum w/c specified, based on aggregates which are in a saturated surface dry condition. When a slump result (average of two tests made concurrently, as specified above) exceeds the upper action limit, no further concrete shall be delivered to the paving site until proper adjustments have been made. Immediately after each adjustment, another test shall be made to verify the correctness of the adjustment. Whenever two consecutive individual slump tests, made during a period when there was no adjustment of batch masses, produce a point on the control chart for range at or above the upper action limit, the paving operation shall immediately be halted, and the Contractor shall take approved steps to bring the slump under control. Additional slump tests shall be made as directed.
- e. Temperature. The temperature of the concrete shall be measured when compressive strength specimens are fabricated. Measurement shall be in accordance with ASTM C 1064/C 1064M. The temperature shall be reported along with the compressive strength data.

3.12.2.7 Concrete Strength Testing for CQC

Contractor Quality Control operations for concrete strength shall consist

of the following steps:

- a. Take samples for strength tests at the paving site. Fabricate and cure test cylinders in accordance with ASTM C 31/C 31M; test them in accordance with ASTM C 39/C 39M.
- b. Fabricate and cure 2 test cylinders per subplot from the same batch or truckload and at the same time acceptance cylinders are fabricated and test them for compressive strength at 7-day age.
- c. Average all 8 compressive tests per lot. Convert this average 7-day compressive strength per lot to equivalent 90-day flexural strength using the Correlation Ratio determined during mixture proportioning studies.
- d. Compare the equivalent 90-day flexural strength from the conversion to the Average Flexural Strength Required for Mixtures from paragraph of same title.
- e. If the equivalent average 90-day strength for the lot is below the Average Flexural Strength Required for Mixtures by 20 psiflexural strength or more, at any time, adjust the mixture to increase the strength, as approved.
- f. If the equivalent average 90-day strength is above the Average Flexural Strength Required for Mixtures by 20 psi flexural strength or more for 2 consecutive days, the Contractor will be permitted to adjust the mixture to decrease the strength, as approved.
- g. The Contractor's CQC testing agency shall maintain up-to-date control charts for strength, showing the 7-day CQC compressive strength, the 14-day compressive strength (from acceptance tests) and the 90-day equivalent flexural strength of each of these for each lot.

3.12.2.8 Inspection Before Placing

Underlying materials, construction joint faces, forms, reinforcing, dowels, and embedded items shall be inspected by the Contractor in sufficient time prior to each paving operation in order to certify to the Contracting Officer that they are ready to receive concrete. The results of each inspection shall be reported in writing.

3.12.2.9 Paving

- a. Paving Inspection. The placing foreman shall supervise all placing and paving operations, shall determine that the correct quality of concrete is placed in each location as shown and that finishing is performed as specified; shall be responsible for measuring and recording concrete temperatures and ambient temperature hourly during placing operations, weather conditions, time of placement, volume of concrete placed, and method of paving and any problems encountered.
- b. Placing and Paving Corrective Action. The paving foreman shall not permit batching and paving to begin until it has been verified that an adequate number of vibrators in working order and with competent operators are available. Paving shall not be continued

if piles of concrete exist or if the concrete is inadequately consolidated or if surface finish is not satisfactory. If any batch of concrete fails to meet the temperature requirements, immediate steps shall be taken to improve temperature controls.

3.12.2.10 Vibrators

- a. **Vibrator Testing and Use.** The frequency and amplitude of each vibrator shall be determined in accordance with COE CRD-C 521 prior to initial use and at least once a month when paving is in progress. Additional tests shall be made as directed when a vibrator does not appear to be adequately consolidating the concrete. The frequency shall be determined while the vibrator is operating in concrete with the tachometer being held against the upper end of the vibrator head while almost submerged and just before the vibrator is withdrawn from the concrete. The amplitude shall be determined with the head vibrating in air. Two measurements shall be taken, one near the tip and another near the upper end of the vibrator head, and these results averaged. The make, model, type, and size of the vibrator and frequency and amplitude results shall be reported in writing.
- b. **Vibrator Corrective Action.** Any vibrator not meeting the requirements of subparagraphs, Paver-Finisher and Consolidation, shall be immediately removed from service and repaired or replaced.

3.12.2.11 Curing Inspection

- a. **Moist Curing Inspections.** At least twice each shift, and not less than four times per day (never more than 7 hours apart) on both work and non-work days, an inspection shall be made of all areas subject to moist curing. The surface moisture condition shall be noted and recorded.
- b. **Moist Curing Corrective Action.** When any inspection finds an area of inadequate curing, immediate corrective action shall be taken, and the required curing period for the area shall be extended by 1 day.
- c. **Membrane Curing Inspection.** No curing compound shall be applied until the Contractor has verified that the compound is properly mixed and ready for spraying. At the end of each day's operation, the quantity of compound used shall be determined by measurement of the container and the area of concrete surface covered; the Contractor shall then compute the rate of coverage in square feet per gallon and shall also note whether or not coverage is uniform. All this shall be reported daily.
- d. **Membrane Curing Corrective Action.** When the coverage rate of the curing compound is less than that specified or when the coverage is not uniform, the entire surface shall be sprayed again.
- e. **Sheet Curing Inspection.** At least once each shift and once per day on non-work days, an inspection shall be made of all areas being cured using impervious sheets. The condition of the covering and the tightness of the laps and tapes shall be noted and recorded.
- f. **Sheet Curing Corrective Action.** When a daily inspection report

lists any tears, holes, or laps or joints that are not completely closed, the tears and holes shall promptly be repaired or the sheets replaced, the joints closed, and the required curing period for those areas shall be extended by 1 day.

3.12.2.12 Cold-Weather Protection

At least once each shift and once per day on non-work days, an inspection shall be made of all areas subject to cold-weather protection. Any deficiencies shall be noted, corrected, and reported.

3.12.2.13 Mixer Uniformity

- a. Stationary Mixers. Prior to the start of concrete placing and once every 4 months when concrete is being placed, or once for every 50,000 cubic yards of concrete placed, whichever results in the longest time interval, uniformity of concrete mixing shall be determined in accordance with COE CRD-C 55. The original test shall be a Regular Test. After the mixing operation has been tested and approved, subsequent tests shall be Abbreviated Tests.
- b. Truck Mixers. Prior to the start of concrete placing and at least once every 4 months when concrete is being placed, uniformity of concrete mixing shall be determined in accordance with ASTM C 94/C 94M. The truck mixers shall be selected randomly for testing. When satisfactory performance is found in one truck mixer, the performance of mixers of substantially the same design and condition of the blades may be regarded as satisfactory.
- c. Mixer Uniformity Corrective Action. When a mixer fails to meet mixer uniformity requirements, either the mixing time shall be increased, batching sequence changed, batch size reduced, or adjustments shall be made to the mixer until compliance is achieved. After adjustments have been made, another uniformity test shall be made.

3.12.2.14 Reports

All results of tests or inspections conducted shall be reported informally as they are completed and in writing daily. A weekly report shall be prepared for the updating of control charts covering the entire period from the start of the construction season through the current week. During periods of cold-weather protection, reports of pertinent temperatures shall be made daily. These requirements do not relieve the Contractor of the obligation to report certain failures immediately as required in preceding paragraphs. Such reports of failures and the action taken shall be confirmed in writing in the routine reports. The Contracting Officer has the right to examine all contractor quality control records.

-- End of Section --

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SECTION 02760A

FIELD MOLDED SEALANTS FOR SEALING JOINTS IN RIGID PAVEMENTS

02/03

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM INTERNATIONAL (ASTM)

ASTM C 509 (2000) Elastomeric Cellular Preformed Gasket and Sealing Material

ASTM D 789 (1998) Determination of Relative Viscosity and Moisture Content of Polyamide (PA)

U.S. GENERAL SERVICES ADMINISTRATION (GSA)

FS SS-S-200 (Rev E; Am 2) Sealant, Joint, Two-Component, Jet-Blast-Resistant, Cold-Applied, for Portland Cement Concrete Pavement

1.2 NOT USED

1.3 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only or as otherwise designated. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

SD-03 Product Data

Manufacturer's Recommendations; G-AE.

Where installation procedures, or any part thereof, are required to be in accordance with the manufacturer's recommendations, printed copies of these recommendations, 30 days prior to use on the project. Installation of the material will not be allowed until the recommendations are received. Failure to furnish these recommendations can be cause for rejection of the material.

Equipment; G-AE.

List of proposed equipment to be used in performance of construction work including descriptive data, 30 days prior to use on the project.

SD-04 Samples

Materials; G-AE.

Samples of the materials (sealant, primer if required, and backup material), in sufficient quantity for testing and approval 30 days prior to the beginning of work. No material will be allowed to be used until it has been approved.

1.4 TEST REQUIREMENTS

The joint sealant and backup or separating material shall be tested for conformance with the referenced applicable material specification. The materials will be tested by the Government. Testing of the materials shall be performed in an approved independent laboratory and certified copies of the test reports shall be submitted and approved 30 days prior to the use of the materials at the job site. Conformance with the requirements of the laboratory tests specified will not constitute final acceptance of the materials. Final acceptance will be based on the performance of the in-place materials.

1.5 EQUIPMENT

Machines, tools, and equipment used in the performance of the work required by this section shall be approved before the work is started and shall be maintained in satisfactory condition at all times.

1.5.1 Joint Cleaning Equipment

1.5.1.1 Tractor-Mounted Routing Tool

The routing tool used for removing old sealant from the joints shall be of such shape and dimensions and so mounted on the tractor that it will not damage the sides of the joints. The tool shall be designed so that it can be adjusted to remove the old material to varying depths as required. The use of V-shaped tools or rotary impact routing devices will not be permitted. Hand-operated spindle routing devices may be used to clean and enlarge random cracks.

1.5.1.2 Concrete Saw

A self-propelled power saw with water-cooled diamond or abrasive saw blades will be provided for cutting joints to the depths and widths specified or for refacing joints or cleaning sawed joints where sandblasting does not provide a clean joint.

1.5.1.3 Sandblasting Equipment

Sandblasting equipment shall include an air compressor, hose, and long-wearing venturi-type nozzle of proper size, shape and opening. The maximum nozzle opening should not exceed 1/4 inch. The air compressor shall be portable and shall be capable of furnishing not less than 150 cfm and maintaining a line pressure of not less than 90 psi at the nozzle while in use. Compressor capability under job conditions must be demonstrated before approval. The compressor shall be equipped with traps that will maintain the compressed air free of oil and water. The nozzle shall have an adjustable guide that will hold the nozzle aligned with the joint approximately 1 inch above the pavement surface. The height, angle of inclination and the size of the nozzle shall be adjusted as necessary to secure satisfactory results.

1.5.1.4 Waterblasting Equipment

Waterblasting equipment shall include a trailer-mounted water tank, pumps, high-pressure hose, wand with safety release cutoff control, nozzle, and auxiliary water resupply equipment. The water tank and auxiliary resupply equipment shall be of sufficient capacity to permit continuous operations. The nozzle shall have an adjustable guide that will hold the nozzle aligned with the joint approximately 1 inch above the pavement surface. The height, angle of inclination and the size of the nozzle shall be adjustable as necessary to obtain satisfactory results. A pressure gauge mounted at the pump shall show at all times the pressure in pounds per square inch at which the equipment is operating.

1.5.1.5 Hand Tools

Hand tools may be used, when approved, for removing defective sealant from a crack and repairing or cleaning the crack faces.

1.5.2 Sealing Equipment

1.5.2.1 Two-Component, Cold-Applied, Machine Mix Sealing Equipment

The equipment used for proportioning, mixing, and installing FS SS-S-200 Type M joint sealants shall be designed to deliver two semifluid components through hoses to a portable mixer at a preset ratio of 1 to 1 by volume using pumps with an accuracy of plus or minus 5 percent for the quantity of each component. The reservoir for each component shall be equipped with mechanical agitation devices that will maintain the components in a uniform condition without entrapping air. Provisions shall be incorporated to permit thermostatically controlled indirect heating of the components, when required. However, immediately prior to proportioning and mixing, the temperature of either component shall not exceed 90 degrees F. Screens shall be provided near the top of each reservoir to remove any foreign particles or partially polymerized material that could clog fluid lines or otherwise cause misproportioning or improper mixing of the two components. The equipment shall be capable of thoroughly mixing the two components through a range of application rates of 10 to 60 gallons per hour and through a range of application pressures from 50 to 1500 psi as required by material, climatic, or operating conditions. The mixer shall be designed for the easy removal of the supply lines for cleaning and proportioning of the components. The mixing head shall accommodate nozzles of different types and sizes as may be required by various operations. The dimensions of the nozzle shall be such that the nozzle tip will extend into the joint to allow sealing from the bottom of the joint to the top. The initially approved equipment shall be maintained in good working condition, serviced in accordance with the supplier's instructions, and shall not be altered in any way without obtaining prior approval.

1.6 TRIAL JOINT SEALANT INSTALLATION

Prior to the cleaning and sealing of the joints for the entire project, a test section of at least 200 feet long shall be prepared using the specified materials and approved equipment, so as to demonstrate the proposed joint preparation and sealing of all types of joints in the project. Following the completion of the test section and before any other joint is sealed, the test section shall be inspected to determine that the materials and installation meet the requirements specified. If it is determined that the materials or installation do not meet the requirements, the materials shall be removed, and the joints shall be recleaned and

resealed at no cost to the Government. When the test section meets the requirements, it may be incorporated into the permanent work and paid for at the contract unit price per linear foot for sealing items scheduled. All other joints shall be prepared and sealed in the manner approved for sealing the test section.

1.7 DELIVERY AND STORAGE

Materials delivered to the job site shall be inspected for defects, unloaded, and stored with a minimum of handling to avoid damage. Storage facilities shall be provided by the Contractor at the job site for maintaining materials at the temperatures and conditions recommended by the manufacturer.

1.8 ENVIRONMENTAL CONDITIONS

The ambient air temperature and the pavement temperature within the joint wall shall be a minimum of 50 degrees F and rising at the time of application of the materials. Sealant shall not be applied if moisture is observed in the joint.

PART 2 PRODUCTS

2.1 SEALANTS

Materials for sealing joints between new and existing rigid pavements only shall be as follows:

Area	Sealing Material
Aircraft Apron	FS SS-S-200 Type M

2.2 PRIMERS

When primers are recommended by the manufacturer of the sealant, their use shall be in accordance with the recommendation of the manufacturer.

2.3 BACKUP MATERIALS

The backup material shall be a compressible, nonshrinking, nonstaining, nonabsorbing material and shall be nonreactive with the joint sealant. The material shall have a melting point at least 5 degrees F greater than the pouring temperature of the sealant being used when tested in accordance with ASTM D 789. The material shall have a water absorption of not more than 5 percent of the sample weight when tested in accordance with ASTM C 509. The backup material shall be 25 plus or minus 5 percent larger in diameter than the nominal width of the crack.

2.4 BOND BREAKING TAPES

The bond breaking tape or separating material shall be a flexible, nonshrinkable, nonabsorbing, nonstaining, and nonreacting adhesive-backed tape. The material shall have a melting point at least 5 degrees F greater than the pouring temperature of the sealant being used when tested in accordance with ASTM D 789. The bond breaker tape shall be approximately

1/8 inch wider than the nominal width of the joint and shall not bond to the joint sealant.

PART 3 EXECUTION

3.1 PREPARATION OF JOINTS

Immediately before the installation of the sealant, the joints shall be thoroughly cleaned to remove all laitance, curing compound, filler, protrusions of hardened concrete, and old sealant from the sides and upper edges of the joint space to be sealed.

3.1.1 Existing Sealant Removal

The in-place sealant shall be cut loose from both joint faces and to the depth shown on the drawings, using the tractor-mounted routing equipment, concrete saw, or waterblaster as specified in paragraph EQUIPMENT. Depth shall be sufficient to accommodate any separating or backup material that is required to maintain the depth of new sealant to be installed. Prior to further cleaning operations, all loose old sealant remaining in the joint opening shall be removed by blowing with compressed air. Hand tools may be required to remove sealant from random cracks. Chipping, spalling, or otherwise damaging the concrete will not be allowed.

3.1.2 Sawing

3.1.2.1 Refacing of Joints

Refacing of joints shall be accomplished using a concrete saw as specified in paragraph EQUIPMENT to remove all residual old sealant and a minimum of concrete from the joint face to provide exposure of newly cleaned concrete, and, if required, to enlarge the joint opening to the width and depth shown on the drawings. To saw through sawed and filler-type joints to loosen and remove material until the joint is clean and open to the full specified width and depth. The blade shall be stiffened with a sufficient number of suitable dummy (used) blades or washers. Immediately following the sawing operation, the joint opening shall be thoroughly cleaned using a water jet to remove all saw cuttings and debris.

3.1.3 Sandblasting

The newly exposed concrete joint faces and the pavement surfaces extending a minimum of 1/2 inch from the joint edges shall be sandblasted clean. A multiple-pass technique shall be used until the surfaces are free of dust, dirt, curing compound, filler, old sealant residue, or any foreign debris that might prevent the bonding of the sealant to the concrete. After final cleaning and immediately prior to sealing, the joints shall be blown out with compressed air and left completely free of debris and water.

3.1.4 Back-Up Material

When the joint opening is of a greater depth than indicated for the sealant depth, the lower portion of the joint opening shall be plugged or sealed off using a back-up material to prevent the entrance of the sealant below the specified depth. Care shall be taken to ensure that the backup material is placed at the specified depth and is not stretched or twisted during installation.

3.1.5 Bond Breaking Tape

Where inserts or filler materials contain bitumen, or the depth of the joint opening does not allow for the use of a backup material, a bond breaker separating tape will be inserted to prevent incompatibility with the filler materials and three-sided adhesion of the sealant. The tape shall be securely bonded to the bottom of the joint opening so it will not float up into the new sealant.

3.1.6 Rate of Progress of Joint Preparation

The stages of joint preparation which include sandblasting, air pressure cleaning and placing of the back-up material shall be limited to only that lineal footage that can be sealed during the same day.

3.2 PREPARATION OF SEALANT

3.2.1 Type M Sealants

The FS SS-S-200 Type M sealant components and containers shall be inspected prior to use. Any materials that contain water, hard caking of any separated constituents, nonreversible jell, or materials that are otherwise unsatisfactory shall be rejected. Settlement of constituents in a soft mass that can be readily and uniformly remixed in the field with simple tools shall not be cause for rejection. Prior to transfer of the components from the shipping containers to the appropriate reservoir of the application equipment, the materials shall be thoroughly mixed to ensure homogeneity of the components and incorporation of all constituents at the time of transfer. When necessary for remixing prior to transfer to the application equipment reservoirs, the components shall be warmed to a temperature not to exceed 90 degrees F by placing the components in heated storage or by other approved methods but in no case shall the components be heated by direct flame, or in a single walled kettle, or a kettle without an oil bath.

3.3 INSTALLATION OF SEALANT

3.3.1 Time of Application

Joints shall be sealed immediately following final cleaning of the joint walls and following the placement of the separating or backup material. Open joints that cannot be sealed under the conditions specified, or when rain interrupts sealing operations shall be recleaned and allowed to dry prior to installing the sealant.

3.3.2 Sealing Joints

Immediately preceding, but not more than 50 feet ahead of the joint sealing operations, a final cleaning with compressed air shall be performed. The joints shall be filled from the bottom up to 1/8 inch plus or minus 1/16 inch below the pavement surface. Excess or spilled sealant shall be removed from the pavement by approved methods and shall be discarded. The sealant shall be installed in such a manner as to prevent the formation of voids and entrapped air. In no case shall gravity methods or pouring pots be used to install the sealant material. Traffic shall not be permitted over newly sealed pavement until authorized by the Contracting Officer. When a primer is recommended by the manufacturer, it shall be applied evenly to the joint faces in accordance with the manufacturer's instructions. Joints shall be checked frequently to ensure that the newly

installed sealant is cured to a tack-free condition within the time specified.

3.4 INSPECTION

3.4.1 Joint Cleaning

Joints shall be inspected during the cleaning process to correct improper equipment and cleaning techniques that damage the concrete pavement in any manner. Cleaned joints shall be approved prior to installation of the separating or back-up material and joint sealant.

3.4.2 Joint Sealant Application Equipment

The application equipment shall be inspected to ensure conformance to temperature requirements, proper proportioning and mixing (if two-component sealant) and proper installation. Evidences of bubbling, improper installation, failure to cure or set shall be cause to suspend operations until causes of the deficiencies are determined and corrected.

3.4.3 Joint Sealant

The joint sealant shall be inspected for proper rate of cure and set, bonding to the joint walls, cohesive separation within the sealant, reversion to liquid, entrapped air and voids. Sealants exhibiting any of these deficiencies at any time prior to the final acceptance of the project shall be removed from the joint, wasted, and replaced as specified herein at no additional cost to the Government.

3.5 CLEAN-UP

Upon completion of the project, all unused materials shall be removed from the site and the pavement shall be left in a clean condition.

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SECTION 02762A

COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS

10/03

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SECTION 02762A

COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS

10/03

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within this text by the basic designation only.

ASTM INTERNATIONAL (ASTM)

ASTM D 2628 (1991; R 1998) Preformed Polychloroprene Elastomeric Joint Seals for Concrete Pavements

ASTM D 2835 (1989; R 1998) Lubricant for Installation of Preformed Compression Seals in Concrete Pavements

U.S. ARMY CORPS OF ENGINEERS (USACE)

COE CRD-C 548 (1988) Standard Specification for Jet-Fuel and Heat Resistant Preformed Polychloroprene Elastomeric Joint Seals for Rigid Pavements

1.2 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only or as otherwise designated. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

SD-03 Product Data

Equipment

List of proposed equipment to be used in the performance of construction work, including descriptive data, 30 days prior to use on the project.

Manufacturer's Instructions

Where installation procedures are required in accordance with the manufacturer's recommendations, printed copies of manufacturers' instructions, 30 days prior to use on the project.

SD-04 Samples

Compression Seals; G-AE

Regardless of testing responsibility, 9 foot long samples of the

materials, 60 days prior to use on the project. Printed directions from the manufacturer on recommended installation criteria shall be furnished with the samples plus the manufacturer's certification that the selected seal is recommended for the installation on this project.

SD-06 Test Reports

Test Requirements; G-AE

Certified copies of test results, 60 days prior to use of material on the project.

1.3 TEST REQUIREMENTS

Each lot of compression joint seal and lubricant/adhesive shall be sampled, identified, and tested for conformance with the applicable material specification. A lot of compression seal shall consist of 1 day's production or 20,000 linear feet for each cross section, whichever is less.

A lot of lubricant/adhesive shall consist of 1 day's production. Testing of the compression joint seal and lubricant/adhesive material shall be the responsibility of the Contractor and shall be performed in an approved independent laboratory, and certified copies of the test reports shall be submitted for approval 60 days prior to the use of the materials at the jobsite. Samples of each lot of material shall also be submitted and will be retained by the Government for possible future testing should the materials appear defective during or after application. The Contractor shall furnish additional samples of materials, in sufficient quantity to be tested, upon request. Final acceptance will be based on conformance to the specified test requirements and the performance of the in-place materials.

1.4 EQUIPMENT

Machines, tools, and equipment used in the performance of the work required by this section shall be approved before the work is started and shall be maintained in satisfactory condition at all times.

1.4.1 Joint Cleaning Equipment

1.4.1.1 Concrete Saw

A self-propelled power saw with water-cooled diamond saw blades shall be provided for cutting joints to the depths and widths specified and for removing filler, existing old joint seal, or other material embedded in the joints or adhered to the joint faces.

1.4.1.2 Sandblasting Equipment

Sandblasting equipment shall include an air compressor, hose, and a long-wearing venturi-type nozzle of proper size, shape, and opening. The maximum nozzle opening should not exceed 1/4 inch. The air compressor shall be portable and shall be capable of furnishing not less than 150 cubic feet per minute and maintaining a line pressure of not less than 90 psi at the nozzle while in use. The compressor shall be equipped with traps that will maintain the compressed air free of oil and water. The nozzle shall have an adjustable guide that will hold the nozzle aligned with the joint about 1 inch above the pavement surface and will direct the blast to clean the joint walls. The height, angle of inclination, and the size of the nozzle shall be adjusted as necessary to ensure satisfactory

results.

1.4.1.3 Waterblasting Equipment

Waterblasting equipment shall include a trailer-mounted water tank, pumps, high-pressure hose, a wand with safety release cutoff controls, nozzle, and auxiliary water resupply equipment. The water tank and auxiliary water resupply equipment shall be of sufficient capacity to permit continuous operations. The pumps, hoses, wand, and nozzle shall be of sufficient capacity to permit the cleaning of both walls of the joint and the pavement surface for a width of at least 1/2 inch on either side of the joint. A pressure gauge mounted at the pump shall show at all times the pressure in psi at which the equipment is operating.

1.4.2 Sealing Equipment

Equipment used to install the compression seal shall place the compression seal to the prescribed depths within the specified tolerances without cutting, nicking, twisting, or otherwise damaging the seal. The equipment shall be capable of placing the seal with not more than two percent longitudinal stretch or compression of the seal during installation. The machine shall be an automatic self-propelled joint seal application equipment and engine powered. The machine shall include a reservoir for the lubricant/adhesive, a device for conveying the lubricant/adhesive in the proper quantities to the sides of the compression seal or the sidewalls of the joints, a reel capable of holding one full spool of compression seal, and a power-driven apparatus for feeding the joint seal through a compression device and inserting the seal into the joint. The equipment shall also include a guide to maintain the proper course along the joint being sealed. The machine shall at all times be operated by an experienced operator.

1.5 TRIAL JOINT SEAL AND LUBRICANT/ADHESIVE INSTALLATION

Prior to the cleaning and sealing of the joints for the entire project, a test section at least 200 feet long shall be prepared at a designated location in the project pavement, using the specified materials and the approved equipment to demonstrate the proposed joint preparation and sealing of all types of joints in the project. Following the completion of the trial length and before any other joint is sealed, the trial joints will be inspected by the Government to determine that the materials and installation meet the requirements specified. If materials or installation do not meet requirements, the materials shall be removed, and the joints shall be recleaned and resealed at no cost to the Government. No other joints shall be sealed until the test installation has been approved. If the trial section is approved, it may be incorporated into the permanent work. Other joints shall be sealed in the manner approved for sealing the trial joint.

1.6 DELIVERY AND STORAGE

Materials delivered to the jobsite shall be inspected for defects, unloaded, and stored with a minimum of handling to avoid damage. Storage facilities shall protect materials from weather and shall maintain materials at temperatures recommended by the manufacturer.

1.7 ENVIRONMENTAL CONDITIONS

The ambient temperature and the pavement temperature within the joint wall

shall be at least 35 degrees F and rising at the time of installation of the materials. Sealant installation will not be allowed if moisture or foreign material is observed in the joint.

PART 2 PRODUCTS

2.1 COMPRESSION SEALS

Compression joint seal materials shall be a vulcanized elastomeric compound using polychloroprene as the only base polymer. The material and manufactured seal shall conform to ASTM D 2628 and COE CRD-C 548 where jet fuel and/or heat blast resistance is required. The joint seal shall be a labyrinth type seal. The uncompressed depth of the face of the compression seal (that is to be bonded to the joint wall) shall be greater than the uncompressed width of the seal, except that for seals 1 inch or greater in width, the depth need be only 1 inch or greater. The actual width of the uncompressed seal for construction and contraction joints shall be 1 inches or greater and for expansion joints shall be 1.5 inches. The tolerance on the seal shall be plus 1/8 inch or minus 1/16 inch.

2.2 LUBRICANT/ADHESIVE

Lubricant/adhesive used for the compression elastomeric joint seal shall be a one-component compound conforming to ASTM D 2835.

PART 3 EXECUTION

3.1 PREPARATION OF JOINTS

Immediately before installation of the compression joint seal, the joints shall be thoroughly cleaned to remove laitance, filler, existing sealer, foreign material and protrusions of hardened concrete from the sides and upper edges of the joint space to be sealed. Cleaning shall be by sandblasting or waterblasting and shall extend along pavement surfaces at least 1/2 inch on either side of the joint. After final cleaning and immediately prior to sealing, the joints shall be blown out with compressed air and left completely free of debris and water. The Contractor shall demonstrate that the selected cleaning operation meets the cleanliness requirements. Any irregularity in the joint face which would prevent uniform contact between the joint seal and the joint face shall be corrected prior to the installation of the joint seal.

3.1.1 Sawing

Joints shall be cleaned and opened to the specified width and depth by sawing. Immediately following the sawing operation, the joint faces and opening shall be thoroughly cleaned using a water jet to remove saw cuttings or debris remaining on the faces or in the joint opening. Compression seal shall be installed within 3 calendar days of the time the joint cavity is sawed. Depth of the joint cavity shall be per manufacturer's instructions. The saw cut for the joint seal cavity shall be centered over the joint line. The nominal width of the sawed joint seal cavity shall be as follows; the actual width shall be within a tolerance of plus or minus 1/16 inch:

- a. If a nominal 1 inch wide compression seal is furnished, the nominal width of the saw cut shall be 9/16 inches when the pavement temperature at the time of sawing is between 55 and 180 degrees F. If the pavement temperature at the time of sawing is

above this range, the nominal width of the saw cut shall be decreased 1/16 inch. If the pavement temperature at the time of sawing is below this range, the nominal width of the saw cut shall be increased 1/16 inch.

- c. The pavement temperature shall be measured in the presence of the Contracting Officer. Measurement shall be made each day before commencing sawing and at any other time during the day when the temperature appears to be varying from the allowable sawing range.

3.1.2 Sandblast Cleaning

A multiple pass sandblasting technique shall be used until the surfaces are free of dust, dirt, curing compound, or any residue that might prevent ready insertion or uniform contact of the seal and bonding of the lubricant/adhesive to the concrete.

3.1.3 Waterblast Cleaning

A multiple pass waterblast technique shall be used until the surfaces are free of dust, dirt, curing compound, or any residue that might prevent ready insertion or uniform contact of the seal and bonding of the lubricant/adhesive to the concrete.

3.1.4 Rate of Progress

Sandblasting or waterblasting of joint faces shall be limited to the length of joint that can be sealed during the same workday.

3.2 INSTALLATION OF THE COMPRESSION SEAL

3.2.1 Time of Installation

Joints shall be sealed immediately within 3 calendar days of sawing the joint seal cavity and following concrete cure and the final cleaning of the joint walls. Open joints ready for sealing that cannot be sealed under the specified conditions shall be provided with an approved temporary seal to prevent infiltration of foreign material. When rain interrupts the sealing operations, the joints shall be washed, air pressure cleaned, and allowed to dry prior to installing the lubricant/adhesive and compression seal.

3.2.2 Sequence of Installation

Longitudinal joints shall be sealed first, followed by transverse joints. Seals in longitudinal joints shall be installed so that all transverse joint seals will be intact from edge to edge of the pavement. Intersections shall be made monolithic by use of joint seal adhesive and care in fitting the intersection parts together. Extender pieces of seal shall not be used at intersections. Any seal falling short at the intersection shall be removed and replaced with new seal at no additional cost to the Government. Seals that are required to change direction by more than 20 degrees, may require a poured sealant at the intersection. Poured sealant shall be per compression seal manufacturer's instructions.

3.3 SEALING OF JOINTS

The sides of the joint seal or the sides of the joint shall be covered with

a coating of lubricant/adhesive and the seal installed as specified. Butt joints and seal intersections shall be coated with liberal applications of lubricant/adhesive. Lubricant/adhesive spilled on the pavement shall be removed immediately to prevent setting on the pavement. The in-place joint seal shall be in an upright position and free from twisting, distortion, and cuts. Adjustments shall be made to the installation equipment and procedure, if the stretch exceeds 1 percent. Any seal exceeding 2 percent stretch shall be removed and replaced. The joint seal shall be placed at a uniform depth within the tolerances specified. In-place joint seal which fails to meet the specified requirements shall be removed and replaced with new joint seal at no cost to the Government. The compression joint seal shall be placed to a depth of 1/4 inch, plus or minus 1/8 inch, below the pavement surface except when the joint is beveled or has a radius at the surface, or unless otherwise directed. For beveled joints or joints with a radius at the surface, the compression joint seal shall be installed at a depth of 1/8 inch, plus or minus 1/8 inch, below the bottom of the edge of the bevel or radius. No part of the seal shall be allowed to project above the surface of the pavement or above the edge of the bevel or radius. The seal shall be installed in the longest practicable lengths in longitudinal joints and shall be cut at the joint intersections to provide continuous installation of the seal in the transverse joints. The lubricant/adhesive in the longitudinal joints shall be allowed to set for 1 hour prior to cutting at the joint intersections to reduce the possibility of shrinkage. For all transverse joints, the minimum length of the compression joint seal shall be the pavement width from edge to edge.

3.4 CLEAN-UP

Upon completion of the project, all unused materials shall be removed from the site, any lubricant/adhesive on the pavement surface shall be removed, and the pavement shall be left in clean condition.

3.5 QUALITY CONTROL PROVISIONS

3.5.1 Application Equipment

The application equipment shall be inspected to assure uniform application of lubricant/adhesive to the sides of the compression joint seal or the walls of the joint. If any equipment causes cutting, twisting, nicking, excessive stretching or compressing of the seal, or improper application of the lubricant/adhesive, the operation shall be suspended until causes of the deficiencies are determined and corrected.

3.5.2 Procedures

3.5.2.1 Quality Control Inspection

Quality control provisions shall be provided during the joint cleaning process to prevent or correct improper equipment and cleaning techniques that damage the concrete in any manner. Cleaned joints shall be approved by the Government prior to installation of the lubricant/adhesive and compression joint seal.

3.5.2.2 Conformance to Stretching and compression Limitations

Conformance to stretching and compression limitations shall be determined. The top surface of the compression seal shall be marked at 1 foot intervals in a manner clear and durable to enable length determinations of the seal. After installation, the distance between the marks shall be measured on the

seal. If the stretching or compression exceeds 2 percent, the seal shall be removed and replaced with new joint at no additional cost to the Government. The seal shall be removed up to the last correct measurement. The seal shall be inspected a minimum of once per 100 feet of seal for compliance to the shrinkage or compression requirements. Measurements shall also be made at the same interval to determine conformance with depth and width of installation requirements. Compression seal that is not in conformance with specification requirements shall be removed and replaced with new joint seal at no additional cost to the Government.

3.5.2.3 Pavement Temperature

The pavement temperature shall be determined by placing a thermometer in the initial saw cut for the joint and the reading shall be recorded. The thermometer shall remain in the joint for an adequate time to provide a control reading.

3.5.3 Final Inspection

The joint sealing system (compression seal and lubricant/adhesive) shall be inspected for proper rate of cure and bonding to the concrete, cuts, twists, nicks and other deficiencies. Seals exhibiting any defects, at any time prior to final acceptance of the project, shall be removed from the joint, wasted, and replaced in a satisfactory manner.

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SECTION 02763A

PAVEMENT MARKINGS

02/04

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

U.S. GENERAL SERVICES ADMINISTRATION (GSA)

FS TT-B-1325 (Rev C) Beads (Glass Spheres)
Retro-Reflective (Metric)

FS TT-P-1952 (Rev D; Notice 1) Paint, Traffic and
Airfield Marking, Waterborne (Metric)

1.2 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only or as otherwise designated. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

SD-03 Product Data

Equipment; G-AE

Lists of proposed equipment, including descriptive data, and notifications of proposed Contractor actions as specified in this section. List of removal equipment shall include descriptive data indicating area of coverage per pass, pressure adjustment range, tank and flow capacities, and safety precautions required for the equipment operation.

Composition Requirements

Manufacturer's current printed product description and Material Safety Data Sheets (MSDS) for each type paint/color proposed for use.

Qualifications

Documentation on personnel qualifications, as specified.

SD-06 Test Reports

Sampling and Testing

Certified copies of the test reports, prior to the use of the materials at the jobsite. Testing shall be performed in an approved independent laboratory.

SD-07 Certificates

Volatile Organic Compound (VOC)

Certificate stating that the proposed pavement marking paint meets the VOC regulations of the local Air Pollution Control District having jurisdiction over the geographical area in which the project is located.

1.3 DELIVERY AND STORAGE

All materials shall be delivered and stored in sealed containers that plainly show the designated name, formula or specification number, batch number, color, date of manufacture, manufacturer's name, and directions, all of which shall be plainly legible at time of use.

1.4 EQUIPMENT

All machines, tools and equipment used in the performance of the work shall be approved and maintained in satisfactory operating condition. Equipment operating on roads and runways shall display low speed traffic markings and traffic warning lights.

1.4.1 Paint Application Equipment

1.4.1.1 Self-Propelled or Mobile-Drawn Pneumatic Spraying Machines

The equipment to apply paint to pavements shall be a self-propelled or mobile-drawn pneumatic spraying machine with suitable arrangements of atomizing nozzles and controls to obtain the specified results. The machine shall have a speed during application not less than 5 mph, and shall be capable of applying the stripe widths indicated, at the paint coverage rate specified in paragraph APPLICATION, and of even uniform thickness with clear-cut edges. The equipment used to apply the paint binder to airfield pavements shall be a self-propelled or mobile-drawn pneumatic spraying machine with an arrangement of atomizing nozzles capable of applying a line width at any one time in multiples of 6 inches, from 6 inches to 36 inches. The paint applicator shall have paint reservoirs or tanks of sufficient capacity and suitable gauges to apply paint in accordance with requirements specified. Tanks shall be equipped with suitable air-driven mechanical agitators. The spray mechanism shall be equipped with quick-action valves conveniently located, and shall include necessary pressure regulators and gauges in full view and reach of the operator. Paint strainers shall be installed in paint supply lines to ensure freedom from residue and foreign matter that may cause malfunction of the spray guns. The paint applicator shall be readily adaptable for attachment of an air-actuated dispenser for the reflective media approved for use. Pneumatic spray guns shall be provided for hand application of paint in areas where the mobile paint applicator cannot be used.

1.4.2 Reflective Media Dispenser

The dispenser for applying the reflective media shall be attached to the paint dispenser and shall operate automatically and simultaneously with the applicator through the same control mechanism. The dispenser shall be capable of adjustment and designed to provide uniform flow of reflective media over the full length and width of the stripe at the rate of coverage specified in paragraph APPLICATION, at all operating speeds of the

applicator to which it is attached.

1.4.3 Surface Preparation Equipment

1.4.3.1 Sandblasting Equipment

Sandblasting equipment shall include an air compressor, hoses, and nozzles of proper size and capacity as required for cleaning surfaces to be painted. The compressor shall be capable of furnishing not less than 150 cfm of air at a pressure of not less than 90 psi at each nozzle used, and shall be equipped with traps that will maintain the compressed air free of oil and water.

1.4.3.2 Waterblast Equipment

The water pressure shall be specified at 2600 psi at 140 degrees F in order to adequately clean the surfaces to be marked.

1.4.4 Marking Removal Equipment

Equipment shall be mounted on rubber tires and shall be capable of removing markings from the pavement without damaging the pavement surface or joint sealant. Waterblasting equipment shall be capable of producing an adjustable, pressurized stream of water. Sandblasting equipment shall include an air compressor, hoses, and nozzles. The compressor shall be equipped with traps to maintain the air free of oil and water.

1.5 MAINTENANCE OF TRAFFIC

1.5.1 Airfield

The performance of work in the controlled zones of airfields shall be coordinated with the Contracting Officer and with the Flight Operations Officer. Verbal communications shall be maintained with the control tower before and during work in the controlled zones of the airfield. The control tower shall be advised when the work is completed. A radio for this purpose shall be provided by the Contractor and approved by the Contracting Officer.

1.6 WEATHER LIMITATIONS FOR REMOVAL

Pavement surface shall be free of snow, ice, or slush. Surface temperature shall be at least 40 degrees F and rising at the beginning of operations, except those involving shot or sand blasting. Operation shall cease during thunderstorms. Operation shall cease during rainfall, except for waterblasting and removal of previously applied chemicals. Waterblasting shall cease where surface water accumulation alters the effectiveness of material removal.

1.7 QUALIFICATIONS

The Contractor shall submit documentation certifying that pertinent personnel are qualified for equipment operation and handling of chemicals.

PART 2 PRODUCTS

2.1 PAINT

The paint shall be homogeneous, easily stirred to smooth consistency, and

shall show no hard settlement or other objectionable characteristics during a storage period of 6 months. Paints shall conform to FS TT-P-1952, color as indicated. Pavement marking paints shall comply with applicable state and local laws enacted to ensure compliance with Federal Clean Air Standards. Paint materials shall conform to the restrictions of the local Air Pollution Control District.

2.2 REFLECTIVE MEDIA

Reflective media for airfields shall conform to FS TT-B-1325, Type I, Gradation A.

2.3 SAMPLING AND TESTING

Materials proposed for use shall be stored on the project site in sealed and labeled containers, or segregated at source of supply, sufficiently in advance of needs to allow 60 days for testing. Upon notification by the Contractor that the material is at the site or source of supply, a sample shall be taken by random selection from sealed containers by the Contractor in the presence of a representative of the Contracting Officer. Samples shall be clearly identified by designated name, specification number, batch number, manufacturer's formulation number, project contract number, intended use, and quantity involved. Testing shall be performed in an approved independent laboratory. If materials are approved based on reports furnished by the Contractor, samples will be retained by the Government for possible future testing should the material appear defective during or after application.

PART 3 EXECUTION

3.1 SURFACE PREPARATION

Surfaces to be marked shall be thoroughly cleaned before application of the pavement marking material. Dust, dirt, and other granular surface deposits shall be removed by sweeping, blowing with compressed air, rinsing with water or a combination of these methods as required. Rubber deposits, surface laitance, existing paint markings, and other coatings adhering to the pavement shall be completely removed with scrapers, wire brushes, sandblasting, approved chemicals, or mechanical abrasion as directed. Areas of old pavement affected with oil or grease shall be scrubbed with several applications of trisodium phosphate solution or other approved detergent or degreaser, and rinsed thoroughly after each application. After cleaning, oil-soaked areas shall be sealed with cut shellac to prevent bleeding through the new paint. Pavement surfaces shall be allowed to dry, when water is used for cleaning, prior to striping or marking. Surfaces shall be recleaned, when work has been stopped due to rain.

3.1.1 Pretreatment for Early Painting

Where early painting is required on rigid pavements, a pretreatment with an aqueous solution containing 3 percent phosphoric acid and 2 percent zinc chloride shall be applied to prepared pavement areas prior to painting.

3.1.2 Cleaning Existing Pavement Markings

In general, markings shall not be placed over existing pavement marking patterns. Existing pavement markings, which are in good condition but interfere or conflict with the newly applied marking patterns, shall be removed as indicated on the drawings. Deteriorated or obscured markings

that are not misleading or confusing or interfere with the adhesion of the new marking material do not require removal. Whenever grinding, scraping, sandblasting or other operations are performed the work must be conducted in such a manner that the finished pavement surface is not damaged or left in a pattern that is misleading or confusing. When these operations are completed the pavement surface shall be blown off with compressed air to remove residue and debris resulting from the cleaning work.

3.1.3 Cleaning Concrete Curing Compounds

On new Portland cement concrete pavements, cleaning operations shall not begin until a minimum of 30 days after the placement of concrete. All new concrete pavements shall be cleaned by either sandblasting or water blasting. The extent of the blasting work shall be to clean and prepare the concrete surface as follows:

- a. There is no visible evidence of curing compound on the peaks of the textured concrete surface.
- b. There are no heavy puddled deposits of curing compound in the valleys of the textured concrete surface.
- c. All remaining curing compound is intact; all loose and flaking material is removed.
- d. The peaks of the textured pavement surface are rounded in profile and free of sharp edges and irregularities.
- e. The surface to be marked is dry.

3.2 APPLICATION

All pavement markings and patterns shall be placed as shown on the plans.

3.2.1 Paint

Paint shall be applied to clean, dry surfaces, and only when air and pavement temperatures are above 40 degrees F and less than 95 degrees F. Paint temperature shall be maintained within these same limits. New asphalt pavement surfaces and new Portland concrete cement shall be allowed to cure for a period of not less than 30 days before applications of paint.

Paint shall be applied pneumatically with approved equipment at rate of coverage specified. The Contractor shall provide guide lines and templates as necessary to control paint application. Special precautions shall be taken in marking numbers, letters, and symbols. Edges of markings shall be sharply outlined.

3.2.1.1 Rate of Application

- a. Reflective Markings: Pigmented binder shall be applied evenly to the pavement area to be coated at a rate of 105 plus or minus 5 square feet per gallon. Glass spheres shall be applied uniformly to the wet paint on airfield pavement at a rate of 8 plus or minus 0.5 pounds of glass spheres per gallon of paint.
- b. Nonreflective Markings: Paint shall be applied evenly to the pavement surface to be coated at a rate of 105 plus or minus 5 square feet per gallon.

3.2.1.2 Drying

The maximum drying time requirements of the paint specifications will be strictly enforced to prevent undue softening of bitumen, and pickup, displacement, or discoloration by tires of traffic. If there is a delay in drying of the markings, painting operations shall be discontinued until cause of the slow drying is determined and corrected.

3.2.2 Reflective Media

Application of reflective media shall immediately follow application of pigmented binder. Drop-on application of glass spheres shall be accomplished to insure that reflective media is evenly distributed at the specified rate of coverage. Should there be malfunction of either paint applicator or reflective media dispenser, operations shall be discontinued immediately until deficiency is corrected.

3.3 MARKING REMOVAL

Pavement marking shall be removed in the areas shown on the drawings. Removal of marking shall be as complete as possible without damage to the surface. Aggregate shall not be exposed by the removal process. After the markings are removed, the cleaned pavement surfaces shall exhibit adequate texture for remarking as specified in paragraph SURFACE PREPARATION. Contractor shall demonstrate removal of pavement marking in an area designated by the Contracting Officer. The demonstration area will become the standard for the remainder of the work.

3.3.1 Equipment Operation

Equipment shall be controlled and operated to remove markings from the pavement surface, prevent dilution or removal of binder from underlying pavement, and prevent emission of blue smoke from asphalt or tar surfaces.

3.3.2 Cleanup and Waste Disposal

The worksite shall be kept clean of debris and waste from the removal operations. Cleanup shall immediately follow removal operations in areas subject to air traffic. Debris shall be disposed of at approved sites.

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SECTION 02921

SEEDING

05/04

PART 1 GENERAL

Contractor shall perform all work indicated in this specification including but not limited to soil preparation, liming, fertilization, seeding, mulching and maintenance over all soil areas indicated to have grass and contractor disturbed areas not indicated to be surfaced otherwise.

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM INTERNATIONAL (ASTM)

ASTM C 602 (1995a; R 2001) Agricultural Liming Materials

ASTM D 4972 (2001) pH of Soils

U.S. DEPARTMENT OF AGRICULTURE (USDA)

AMS Seed Act (1940; R 1988; R 1998) Federal Seed Act

DOA SSIR 42 (1996) Soil Survey Investigation Report No. 42, Soil Survey Laboratory Methods Manual, Version 3.0

1.2 DEFINITIONS

1.2.1 Stand of Turf

95 percent ground cover of the established species.

1.3 RELATED REQUIREMENTS

Section 02300 EARTHWORK applies to this section for pesticide use and plant establishment requirements, with additions and modifications herein.

1.4 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for Contractor Quality Control approval for information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

SD-03 Product Data

Wood cellulose fiber mulch G-AE

Fertilizer G-AE

Include physical characteristics, and recommendations.

SD-06 Test Reports

Topsoil composition tests (reports and recommendations). G-AE

SD-07 Certificates

State certification and approval for seed G-AE

SD-08 Manufacturer's Instructions

Erosion Control Materials G-AE

1.5 DELIVERY, STORAGE, AND HANDLING

1.5.1 Delivery

1.5.1.1 Seed Protection

Protect from drying out and from contamination during delivery, on-site storage, and handling.

1.5.1.2 Fertilizer and Lime Delivery

Deliver to the site in original, unopened containers bearing manufacturer's chemical analysis, name, trade name, trademark, and indication of conformance to state and federal laws.

1.5.2 Storage

1.5.2.1 Seed, Fertilizer and Lime Storage

Store in cool, dry locations away from contaminants.

1.5.2.2 Topsoil

Prior to stockpiling topsoil, treat growing vegetation with application of appropriate specified non-selective herbicide. Clear and grub existing vegetation three to four weeks prior to stockpiling topsoil.

1.5.2.3 Handling

Do not drop or dump materials from vehicles.

1.6 TIME RESTRICTIONS AND PLANTING CONDITIONS

1.6.1 Restrictions

Do not plant when the ground is frozen, snow covered, muddy, or when air temperature exceeds 90 degrees Fahrenheit.

1.7 TIME LIMITATIONS

1.7.1 Seed

Apply seed within twenty four hours after seed bed preparation.

PART 2 PRODUCTS

2.1 SEED

2.1.1 Classification

Provide State-certified seed of the latest season's crop delivered in original sealed packages, bearing producer's guaranteed analysis for percentages of mixtures, purity, germination, weedseed content, and inert material. Label in conformance with AMS Seed Act and applicable state seed laws. Wet, moldy, or otherwise damaged seed will be rejected. Field mixes will be acceptable when field mix is performed on site in the presence of the Contracting Officer.

2.1.2 Planting Dates

<u>Planting Season</u>	<u>Planting Dates</u>
Season 1	March 15 to June 1
Season 2	August 1 to October 1

2.1.3 Seed Mixture by Weight

<u>Planting Season</u>	<u>Variety</u>	<u>Percent (by Weight)</u>
Season 1	Common Bermuda Grass	100
Season 2	Common Bermuda Grass	100
Temporary Seeding	Annual Rye Grass	100

Proportion seed mixtures by weight. Temporary seeding must later be replaced by Season 1 Season 2 plantings for a permanent stand of grass. The same requirements of turf establishment for Season 1 Season 2 apply for temporary seeding.

2.2 TOPSOIL

2.2.1 On-Site Topsoil

Surface soil stripped and stockpiled on site and modified as necessary to meet the requirements specified for topsoil in paragraph entitled "Composition." When available topsoil shall be existing surface soil stripped and stockpiled on-site in accordance with Section 02300 EARTHWORK.

2.2.2 Off-Site Topsoil

Conform to requirements specified in paragraph entitled "Composition." Additional topsoil shall be furnished by the Contractor.

2.2.3 Composition

Containing from 5 to 10 percent organic matter as determined by the topsoil composition tests of the Organic Carbon, 6A, Chemical Analysis Method described in DOA SSIR 42. Maximum particle size, 3/4 inch, with maximum 3 percent retained on 1/4 inch screen. The pH shall be tested in accordance with ASTM D 4972. Topsoil shall be free of sticks, stones, roots, and

other debris and objectionable materials.

2.3 SOIL CONDITIONERS

Add conditioners to topsoil as required to bring into compliance with "composition" standard for topsoil as specified herein.

2.3.1 Lime

Agricultural grade limestone, ASTM C 602.

2.4 FERTILIZER

2.4.1 Granular Fertilizer

Granular controlled release fertilizer containing the following minimum percentages, by weight, of plant food nutrients:

- 13 percent available nitrogen
- 13 percent available phosphorus
- 13 percent available potassium

2.5 MULCH

Mulch shall be free from noxious weeds, mold, and other deleterious materials.

2.5.1 Wood Cellulose Fiber Mulch

Use recovered materials of either paper-based (100 percent) or wood-based (100 percent) hydraulic mulch. Processed to contain no growth or germination-inhibiting factors and dyed an appropriate color to facilitate visual metering of materials application. Composition on air-dry weight basis: 9 to 15 percent moisture, pH range from 5.5 to 8.2. Use with hydraulic application of grass seed and fertilizer.

2.6 WATER

Source of water shall be approved by Contracting Officer and of suitable quality for irrigation, containing no elements toxic to plant life.

2.7 EROSION CONTROL MATERIALS

Erosion control material shall conform to the following:

2.7.1 Erosion Control Blanket

100 percent agricultural straw stitched with a degradable nettings, designed to degrade within 12 months.

2.7.2 Erosion Control Material Anchors

Erosion control anchors shall be as recommended by the manufacturer.

PART 3 EXECUTION

3.1 PREPARATION

3.1.1 EXTENT OF WORK

Provide soil preparation (including soil conditioners as required), fertilizing, seeding, and surface topdressing of all newly graded finished earth surfaces, unless indicated otherwise, and at all areas inside or outside the limits of construction that are disturbed by the Contractor's operations.

3.1.1.1 Topsoil

Provide 4 inches of topsoil to meet indicated finish grade. After areas have been brought to indicated finish grade, incorporate fertilizer, soil conditioner into soil a minimum depth of 4 inches by disking, harrowing, tilling or other method approved by the Contracting Officer. Remove debris and stones larger than 3/4 inch in any dimension remaining on the surface after finish grading. Correct irregularities in finish surfaces to eliminate depressions. Protect finished topsoil areas from damage by vehicular or pedestrian traffic.

3.1.1.2 Soil Conditioner Application Rates

Apply soil conditioners at rates as determined by laboratory soil analysis of the soils at the job site. For bidding purposes only apply at rates for the following:

Lime 90 pounds per 1000 square feet.

3.1.1.3 Fertilizer Application Rates

Apply fertilizer at rates as determined by laboratory soil analysis of the soils at the job site. For bidding purposes only apply at rates for the following:

Fertilizer 35 pounds per 1000 square feet.

] 3.2 SEEDING

3.2.1 Seed Application Seasons and Conditions

Immediately before seeding, restore soil to proper grade. Do not seed when ground is muddy frozen snow covered or in an unsatisfactory condition for seeding. If special conditions exist that may warrant a variance in the above seeding dates or conditions, submit a written request to the Contracting Officer stating the special conditions and proposed variance. Apply seed within twenty four hours after seedbed preparation. Sow seed by approved sowing equipment. Sow one-half the seed in one direction, and sow remainder at right angles to the first sowing.

3.2.2 Seed Application Method

Seeding method shall be hydroseeding.

3.2.2.1 Hydroseeding

First, mix water and fiber. Wood cellulose fiber, paper fiber, or recycled

paper shall be applied as part of the hydroseeding operation. Fiber shall be added at 1,000 pounds, dry weight, per acre. Then add and mix seed and fertilizer to produce a homogeneous slurry. Seed shall be mixed to ensure broadcasting at the rate of 2.0 pounds per 1000 square feet. When hydraulically sprayed on the ground, material shall form a blotter like cover impregnated uniformly with grass seed. Spread with one application with no second application of mulch.

]3.2.3 Erosion Control Material

Install in accordance with manufacturer's instructions, where indicated or as directed by the Contracting Officer.

3.2.4 Watering

Start watering areas seeded as required by temperature and wind conditions.

Apply water at a rate sufficient to insure thorough wetting of soil to a depth of 2 inches without run off. During the germination process, seed is to be kept actively growing and not allowed to dry out.

3.3 PROTECTION OF TURF AREAS

Immediately after turfing, protect area against traffic and other use.

-- End of Section --

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SECTION 02935

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05/04

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SECTION 02935

LANDSCAPE ESTABLISHMENT

05/04

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI)

ANSI Z88.2 (1992) Respiratory Protection

U.S. NATIONAL ARCHIVES AND RECORDS ADMINISTRATION (NARA)

29 CFR 1910-SUBPART Z Toxic and Hazardous Substances

1.2 DEFINITIONS

1.2.1 Pesticide

Any substance or mixture of substances, including biological control agents, that may prevent, destroy, repel, or mitigate pests and are specifically labeled for use by the U.S. Environmental Protection Agency (EPA). Also, any substance used as a plant regulator, defoliant, disinfectant, or biocide. Examples of pesticides include fumigants, herbicides, insecticides, fungicides, nematocides, molluscicides and rodenticides.

1.2.2 Stand of Turf

95 percent ground cover of the established species.

1.3 RELATED REQUIREMENTS

Section 02921 SEEDING applies to this section for installation of seed requirements, with additions and modifications herein.

1.4 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

SD-01 Preconstruction Submittals

Pesticides

Provide list of pesticides proposed for use on the appropriate pesticides purchase and use approval request form.

SD-03 Product Data

Fertilizer; G, AE

Pesticides; G, AE

Provide pesticide label and Material Safety Data Sheet for each proposed pesticide.

Include physical characteristics, application instructions and recommendations.

SD-07 Certificates

Pesticide applicator's certification

Maintenance inspection report

Plant quantities; G, AE

SD-08 Manufacturer's Instructions

Pesticides

SD-11 Closeout Submittals

Pesticides

Provide list of pesticides used on the project; submit on the appropriate Pest Management Record Form.

1.5 DELIVERY, STORAGE AND HANDLING

1.5.1 Delivery

1.5.1.1 Pesticide Delivery

Deliver to the site in original containers with legible manufacturer's label attached.

1.5.2 Handling

Do not drop or dump materials from vehicles.

PART 2 PRODUCTS

2.1 WATER

Source of water shall be approved by the Contracting Officer, and be of suitable quality for irrigation.

2.2 PESTICIDES

Herbicide Insecticide Fungicide: EPA registered and approved. Furnish for preemergence and postemergence application for crabgrass control and broadleaf weed control. Comply with Federal Insecticide, Fungicide, and Rodenticide Act (Title 7 U.S.C. Section 136) for requirements on contractor's licensing, certification, and record keeping. Contractor to keep records of all pesticide applications and forward data monthly to Contracting Officer. Submit record keeping format to Contracting Officer

for approval. Contact the Installation Pest Management Coordinator prior to starting work.

PART 3 EXECUTION

3.1 EXTENT OF WORK

Provide landscape construction maintenance to include mowing, overseeding, fertilizing, watering, weeding, and pesticide application for all newly installed landscape areas, unless indicated otherwise, and at all areas inside or outside the limits of the construction that are disturbed by the Contractor's operations.

3.1.1 Policing

The Contractor shall police all landscaped areas. Policing includes removal of leaves, dead vegetation, paper, trash, cigarette butts, garbage, rocks or other debris. Collected debris shall be promptly removed and disposed of at an approved disposal site.

3.1.2 Drainage System Maintenance

The Contractor shall remove all obstructions from surface and subsurface drain lines to allow water to flow unrestricted in swales, gutters, catch basins, storm drain curb inlets, and yard drains. Remove grates and clear debris in catch basins. Open drainage channels are to be maintained free of all debris and vegetation at all times. Edges of these channels shall be clear of any encroachment by vegetation.

3.2 TURF ESTABLISHMENT PERIOD

Turf establishment period will commence on the date that inspection by the Contracting Officer shows that the new turf furnished under this contract has been satisfactorily installed to a 95 percent stand of coverage. The establishment period shall continue for a period of 90 days.

3.2.1 Frequency of Maintenance

Begin maintenance immediately after turf has been installed. Inspect turf areas daily during the installation and establishment period and perform needed maintenance promptly.

3.2.2 Promotion of Turf Growth

Turf shall be maintained in a manner that promotes proper health, growth, rich natural green color, and neat uniform manicured appearance, free of bare areas, ruts, holes, weeds, pests, dead vegetation, debris, and unwanted vegetation that present an unsightly appearance. Mow, remove excess clippings, eradicate weeds, water, fertilize, overseed, topdress and perform other operations necessary to promote turf growth.

3.2.3 Mowing

Turf shall be mowed at a uniform finished height. Mow turfed areas to an average height of 2-1/2 inches when average height of grass becomes 3-1/2 inches. The height of turf is measured from the soil. Mowing of turf shall be performed in a manner that prevents scalping, rutting, bruising, uneven and rough cutting. Prior to mowing, all rubbish, debris, trash, leaves, rocks, paper, and limbs or branches on a turf area shall be picked

up and disposed. Adjacent paved areas shall be swept/vacuumed clean.

3.2.4 Turf Post-Fertilizer Application

Apply fertilizer in a manner that promotes health, growth, vigor, color and appearance of cultivated turf areas. The method of application, fertilizer type and frequencies shall be determined by the laboratory soil analysis results the requirements of the particular turf species. Organic fertilizer shall be used. In the event that organic fertilizer is not producing the desired effect, the Contractor shall contract the Contracting Officer for approval prior to the use of a synthetic type of fertilizer. Fertilizer shall be applied by approved methods in accordance with the manufacturer's recommendations.

3.2.5 Turf Watering

The Contractor shall perform irrigation in a manner that promotes the health, growth, color and appearance of cultivated vegetation and that complies with all Federal, State, and local water agencies and authorities directives. The Contractor shall be responsible to prevent over watering, water run-off, erosion, and ponding due to excessive quantities or rate of application. The Contractor shall abide by state, local or other water conservation regulations or restrictions in force during the establishment period.

3.2.6 Replanting

Replant in accordance with Section 02921 SEEDING] and within specified planting dates areas which do not have a satisfactory stand of turf.

3.2.7 Final Inspection and Acceptance

Final inspection will be make upon written request from the Contractor at least 10 days prior to the last day of the turf establishment period. Final acceptance will be based upon a satisfactory stand of turf.

]3.3 PESTICIDE APPLICATION

Use pesticides when required to eliminate plant diseases and harmful insects or insect eggs from plant materials. The Contractor shall furnish all labor, supervision, tools, materials, equipment, and transportation necessary to provide Pest Control Services as required.

3.3.1 State Licensing

The Contractor shall be licensed by the State to provide pest control in the categories in which work will be performed.

3.3.2 Certified and Licensed Applicators

All pesticide applications shall be performed by individuals who are state licensed or certified in the appropriate categories for the type of pest control to be performed. The applicator must be capable of reading, understanding and executing all of the requirements and recommendations outlined on the manufacturer's label. All pesticides must be used in accordance with the Federal, state, local, and installation laws, publications, and any requirements identified in attachments. All pesticides shall be procured, processed, handled, and applied in strict accordance with the manufacturer's label. All pesticides shall be

registered with the U.S. Environmental Protection Agency and State in which they will be used.

3.3.3 Pesticide Use Inspections

Pesticide applications will be inspected by a Government designated Pest Management Coordinator or trained Pest Management Quality Assurance Evaluator. The Contractor shall notify the Contracting Officer immediately, by telephone, of any inspection visits by any Federal or State enforcement officials.

3.3.4 Pesticide Approval

The Contractor shall submit to the Contracting Officer a list of pesticides "proposed for use" prior to initiation of work on the correct submission form. The Contracting Officer must approve the pesticides proposed before they can be used. Copies of the pesticide complete label and Material Safety Data Sheet (MSDS) for each pesticide proposed for use must be included. Copies of the State business license as an applicator of pesticides and the pesticide applicator's certification information must also be attached. If the Contractor wishes to use a pesticide not currently on the "list" (previously submitted), the new pesticide must be submitted to the Contracting Officer for approval on the correct submission form. Once pesticides are approved by the Contracting Officer, they can be used throughout the course of the contract provided that registration is not revoked by the EPA or the State. The government reserves the right to remove any pesticide from use at anytime.

3.3.5 Application and Reporting Procedure

Notify the Contracting Officer 24 hours before application. Apply pesticides in accordance with EPA label restrictions and recommendations and federal and state laws. Make daily reports to the Contracting Officer stating areas treated with each chemical, the quantity applied, and spray mixture or formulation used. The Contractor shall maintain a label book of pesticides used, including all appropriate Material Safety Data Sheets (MSDS), and have it readily available at all times for inspection. Pesticides shall always be stored in original containers having EPA-registered labels attached or in service containers that conform to all federal, state, or local regulations regarding containers for pesticide storage.

3.3.6 Application Safety Precautions

Apply in well ventilated areas. Avoid inhalation, injection, or spilling on clothing or skin. Wear personal protective equipment (PPE) that meets or exceeds the requirements indicated by the manufacturer's pesticide label. Do not expose personnel to pesticides exceeding the exposure levels recommended in the most stringent of the following: OSHA, 29 CFR 1910-SUBPART Z, or the manufacturer's material safety data sheet. If excessive exposures are unavoidable, use respirators approved by the National Institute for Occupational Safety and Health for protection from pesticides. Conform to the selection and usage guidance in ANSI Z88.2. Ensure that application sites are clearly posted with re-entry intervals as required by the manufacturer's pesticide label.

3.3.7 Hydraulic Equipment

For liquid application of chemicals, hydraulic equipment shall have

leakproof tanks and a positive agitation method. Calibrate and meter equipment so that application of chemicals in specified amounts can be determined. Provide equipment with gauges and valves capable of maintaining constant application pressures. Use application equipment appropriate for the nature and size of work, that is clean, calibrated, and in proper operational condition. Never leave equipment unattended during filling, and during application usage.

3.3.8 Personnel Injury and Property Damage Prevention

Apply in a manner to prevent injury to personnel, and damage to property, from either direct spray, or drifting of chemicals both on and off Government property.

3.3.9 Pesticide Disposal

The Contractor shall dispose of all excess pesticides, pesticide rinse water, empty pesticide containers, and any pesticide contaminated article in accordance with the label, applicable State and Federal regulations and with Section Section 01355A ENVIRONMENTAL PROTECTION. Pesticides, pesticide containers, pesticide residue, pesticide rinse water, or any pesticide contaminated articles shall not be disposed of on the installation or on any Federally owned property. However, rinse water may be used as diluent for the mixing the same pesticide.

3.3.10 Pesticide Spills, Clean Up and Decontamination

The Contractor shall be responsible for proper reporting, containment, clean up and decontamination of pesticide spills, as required by EPA and State Laws and Regulations. All spills shall be immediately reported to the Contracting Officer.

3.4 FIELD QUALITY CONTROL

3.4.1 Maintenance Inspection Report

Provide maintenance inspection report to assure that landscape maintenance is being performed in accordance with the specifications and in the best interest of plant growth and survivability. Site observations shall be documented at the start of the establishment period, then quarterly following the start, and at the end of establishment period. Results of site observation visits shall be submitted to the Contracting Officer within 7 calendar days of each site observation visit.

3.4.2 Plant Quantities

The Contractor shall provide Contracting Officer with the number of plant quantities. In addition, provide total exterior area of hardscape and landscaping such as turf and total number of shrubs.

-- End of Section --

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SECTION 16526A

AIRFIELD LIGHTING

08/01

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to in the text by the basic designation only.

AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI)

ANSI C119.1 (1986; R 1997) Sealed Insulated
Underground Connector Systems Rated 600
Volts

ASTM INTERNATIONAL (ASTM)

ASTM A 123/A 123M (2000) Zinc (Hot-Dip Galvanized) Coatings
on Iron and Steel Products

ASTM A 153/A 153M (2000) Zinc Coating (Hot Dip) on Iron and
Steel Hardware

ASTM A 780 (2000) Repair of Damaged and Uncoated
areas of Hot-Dipped Galvanized Coatings

ASTM B 117 (1997) Operating Salt Spray (Fog) Apparatus

ASTM D 1654 (1992; R 2000) Evaluation of Painted or
Coated Specimens Subjected to Corrosive
Environments

ASTM D 709 (2001) Laminated Thermosetting Materials

FM GLOBAL (FM)

FM P7825a (1998) Approval Guide Fire Protection

FM P7825b (1998) Approval Guide Electrical Equipment

U.S. FEDERAL AVIATION ADMINISTRATION (FAA)

FAA AC 150/5345-7 (Rev D; Change 1) L-824 Underground
Electrical Cable for Airport Lighting
Circuits

FAA AC 150/5345-26 (Rev C) L-823 Plug and Receptacle, Cable
Connectors

FAA AC 150/5345-42 (Rev C; Change 1) Airport Light Bases,
Transformer Houses, Junction Boxes and
Accessories

FAA AC 150/5345-46 (Rev B) Runway and Taxiway Light Fixtures

FAA AC 150/5345-47	(Rev A) Isolation Transformers for Airport Lighting Systems
FAA AC 150/5370-10	(Rev A; Changes 1-13) Specifying Construction of Airports
FAA DWG C-6046	(1978) Frangible Coupling Type I and Type 1A, Details

INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS (IEEE)

IEEE C2	(2002) National Electrical Safety Code
IEEE Std 48	(1998) Standard Test Procedures and Requirements for Alternating-Current Cable Terminations 2.5 kV through 765 kV

NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION (NEMA)

NEMA WC 8	(1988; Rev 3 1996) Ethylene-Propylene-Rubber-Insulated Wire and Cable for the Transmission and Distribution of Electrical Energy
NEMA RN 1	(1998) Polyvinyl Chloride (PVC) Externally Coated Galvanized Rigid Steel Conduit and Intermediate Metal Conduit

NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)

NFPA 70	(2002) National Electrical Code
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THE SOCIETY FOR PROTECTIVE COATINGS (SSPC)

SSPC Paint 20	(2002) Zinc-Rich Primers, (Type I - "Inorganic" and Type II - "Organic")
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UNDERWRITERS LABORATORIES (UL)

UL 797	(2000; Rev thru May 2003) Electrical Metallic Tubing -- Steel
UL 486A	(1991; Rev thru Dec 1998) Wire Connectors and Soldering Lugs for Use with Copper Conductors
UL 510	(1994; Rev thru Apr 1998) Polyvinyl Chloride, Polyethylene, and Rubber Insulating Tape
UL 854	(1999; Rev thru Nov 2002) Service-Entrance Cables
UL Elec Const Dir	(1997; Supple) Electrical Construction Equipment Directory
UL 6	(2000; Rev thru May 2003) Rigid Metal Conduit
UL 1242	(2000; Rev thru May 2003) Electrical

Intermediate Metal Conduit -- Steel

UL 514A

(2004) Metallic Outlet Boxes

1.2 GENERAL REQUIREMENTS

Items of the same classification shall be identical including equipment, assemblies, parts, and components.

1.2.1 Code Compliance

The installation shall comply with the requirements and recommendations of NFPA 70 and IEEE C2 and local codes where required.

1.2.2 Standard Product

Material and equipment shall be a standard product of a manufacturer regularly engaged in the manufacture of the product and shall essentially duplicate items that have been in satisfactory use for at least 2 years prior to bid opening.

1.2.3 Prevention of Corrosion

1.2.3.1 Metallic Materials

Metallic materials shall be protected against corrosion as specified. Aluminum shall not be used in contact with earth or concrete.

1.2.3.2 Ferrous Metal Hardware

Ferrous metal hardware shall be hot-dip galvanized in accordance with ASTM A 123/A 123M and ASTM A 153/A 153M.

1.2.3.3 Luminaires Fabricated from Ferrous Metals

Luminaires fabricated from ferrous metals, unless hot-dip galvanized or of porcelain enamel finish shall be factory finished with a weather-resistant finish in accordance with paragraphs FACTORY COATING and FINISHING, except exposure shall be 200 hours. Finish color shall be the manufacturer's standard, unless otherwise indicated.

1.2.4 Unusual Service Conditions

Items furnished under this section shall be specifically suitable for the following unusual service conditions:

1.2.4.1 Altitude

Any equipment shall be suitable for operation up to an altitude of 300'.

1.2.4.2 Other

Material or equipment to be installed underground; ; or in light bases, shall be suitable for submerged operation.

1.2.5 Verification of Dimensions

The Contractor shall become familiar with details of the work, verify dimensions in the field, and advise the Contracting Officer of any

discrepancy before performing any work.

1.3 SYSTEM DESCRIPTION

The airfield and heliport lighting and visual navigation aids shall consist of taxiway lights.

1.4 SUBMITTALS

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government. The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

SD-02 Shop Drawings

Lighting ; G-AE

Coordination drawings consisting of composite drawings showing coordination of work of one trade with that of other trades and with the structural and architectural elements of the work. Drawings shall be in sufficient detail to show overall dimensions of related items, clearances, and relative locations of work in allotted spaces. Drawings shall indicate where conflicts or clearance problems exist between the various trades.

As-Built Drawings; G-AE

Drawings that provide current factual information including deviations from, and amendments to the drawings and changes in the work, concealed and visible, shall be provided as instructed. The as-built drawings shall show installations with respect to fixed installations not associated with the systems specified herein. Cable and wire shall be accurately identified as to direct-burial or in conduit and shall locate the connection and routing to and away from bases, housings, and boxes.

SD-03 Product Data

Materials and Equipment; G-AE

A complete itemized listing of equipment and materials proposed for incorporation into the work. Each itemization shall include an item number, the quantity of items proposed, and the name of the manufacturer. Data composed of catalog cuts, brochures, circulars, specifications and product data, and printed information in sufficient detail and scope to verify compliance with requirements of the contract documents.

Protection Plan; G-AE

Detailed procedures to prevent damage to existing facilities or infrastructures. If damage does occur, the procedures shall address repair and replacement of damaged property at the Contractor's expense.

Special Tools; G-AE

List of special tools and test equipment required for maintenance and testing of the products supplied by the Contractor.

Parts; G-AE

A list of parts and components for the system by manufacturer's name, part number, nomenclature, and stock level required for maintenance and repair necessary to ensure continued operation with minimal delays.

Repair Requirements; G-AE

Instructions necessary to check out, troubleshoot, repair, and replace components of the systems, including integrated electrical and mechanical schematics and diagrams and diagnostic techniques necessary to enable operation and troubleshooting after acceptance of the system shall be provided.

Posted Instructions; G-AE

A typed copy of the proposed posted instructions showing wiring, control diagrams, complete layout and operating instructions explaining preventive maintenance procedures, methods of checking the system for normal safe operation, and procedures for safely starting and stopping the system. Proposed diagrams, instructions, and other sheets shall be submitted prior to posting.

SD-06 Test Reports

Field Quality Control; G-AE

Upon completion and testing of the installed system, performance test reports are required in booklet form showing all field tests performed to adjust each component and all field tests performed to provide compliance with the specified performance criteria. Each test shall indicate the final position of controls.

Field test reports shall be written, signed and provided as each circuit or installation item is completed. Field tests shall include resistance-to-ground and resistance between conductors, and continuity measurements for each circuit. For each series circuit the input voltage and output current of the constant current regulator at each intensity shall be measured. For multiple circuits the input and output voltage of the transformer for each intensity setting shall be measured. A visual inspection of the lights operation, or of the markings appearance, or of the installation of fixtures or units installed shall be reported.

Inspection; G-AE

Inspection reports shall be prepared and provided as each stage of installation is completed. These reports shall identify the activity by contract number, location, quantity of material placed, and compliance with requirements.

SD-07 Certificates

Welding; G-AE

Cavles, General Requirements; G-AE

Certifications, when specified or required, including Certification of the Qualifications of Medium-Voltage Cable Installers, Certified Factory and Field Test Reports, and Certificates of Compliance submitted in lieu of other proofs of compliance with these contract provisions. A certification that contains the names and the qualifications of persons recommended to perform the splicing and termination of medium-voltage cables approved for installation under this contract shall be included. The certification shall indicate that any person recommended to perform actual splicing and termination has been adequately trained in the proper techniques and has had at least 3 recent years of experience in splicing and terminating the same or similar types of cables approved for installation. Any person recommended by the Contractor may be required to perform a dummy or practice splice and termination, in the presence of the Contracting Officer, before being approved as a qualified installer of medium-voltage cables. If that additional requirement is imposed, the Contractor shall provide short sections of the approved types of cables with the approved type of splice and termination kits, and detailed manufacturer's instruction for the proper splicing and termination of the approved cable types. The certification shall be prepared in conformance with paragraph CERTIFICATES OF COMPLIANCE in the SPECIAL CONTRACT REQUIREMENTS, and shall be accompanied by satisfactory proof of the training and experience of persons recommended by the Contractor as cable installers. The SF sub 6 gas pressurized cable and conduit system installer must be trained and certified in installation of this type of system and must be approved by the manufacturer of the system. Prior to welding operations 4 copies of qualified procedures and lists of names and identification symbols of qualified welders and welding operators are required.

Materials and Equipment; G-AE

When equipment or materials are specified to conform to the standards or publications and requirements of AASHTO, ANSI, ASTM, AEIC, FM, IEEE, IES, NEMA, NFPA, or UL, or to an FAA, FS, or MS, proof that the items furnished under this section of the specifications conform to the specified requirements shall be included. The label or listing in UL Elec Const Dir or in FM P7825a, FM P7825b or the manufacturer's certification or published catalog specification data statement that the items comply with applicable specifications, standards, or publications and with the manufacturer's standards will be acceptable evidence of such compliance. Certificates shall be prepared by the manufacturer when the manufacturer's published data or drawings do not indicate conformance with other requirements of these specifications.

PART 2 PRODUCTS

2.1 MATERIALS

Equipment and materials shall be new unless indicated or specified otherwise. Materials and equipment shall be labelled when approved by Underwriters Laboratories (UL) or Factory Mutual (FM) System. Askarel and insulating liquids containing polychlorinated biphenyls (PCB's) will not be allowed in any equipment. Equipment installed below grade in vaults,

manholes, and handholes shall be the submersible type.

2.1.1 Electrical Tape

Electrical tape shall be UL 510 plastic insulating tape.

2.1.2 Nameplates

Each major component of equipment shall have as a minimum the manufacturer's name, address, and catalog or style number on a nameplate securely attached to the item of equipment. Laminated plastic nameplates shall be provided for equipment, controls, and devices to identify function, and where applicable, position. Nameplates shall be 1/8 inch thick laminated cellulose paper base phenolic resin plastic conforming to ASTM D 709 sheet type, grade ES-3, white with black center core. Surface shall be a matte finish with square corners. Lettering shall be engraved into the black core. Size of nameplates shall be 1 by 2-1/2 inches minimum with minimum 1/4 inch high normal block lettering. Nameplates provided as indicated. Nameplates shall be fastened to the device with a minimum of two sheet metal screws or two rivets.

2.1.3 Conduit, Conduit Fittings, and Boxes

2.1.3.1 Rigid Steel or Intermediate Metal Conduit (IMC) and Fittings

The metal conduit and fittings shall be UL 6 and UL 1242, respectively, coated with a polyvinylchloride (PVC) sheath bonded to the galvanized exterior surface, nominal 40 mils thick, conforming to NEMA RN 1.

2.1.3.2 Outlet Boxes for Use with Steel Conduit, Rigid or Flexible

These outlet boxes shall be UL 514A, cast metal with gasket closures.

2.1.3.3 Plastic Conduit for Direct Burial

This plastic conduit shall be Type EPC-40 PVC or EPC-80 PVC.

2.1.3.4 Frangible Couplings and Adapters

These frangible couplings shall be in accordance with FAA DWG C-6046. Upper section of frangible coupling shall be provided with one of the following:

- a. Unthreaded for slip-fitter connections.
- b. 2-13/32 inch 16N-1A modified thread for nut and compression ring to secure 2 inch EMT.
- c. 2 inch 11-1/2-N.P.T. (tapered) with 7/32 inch nominal wall thickness to accept rigid conduit coupling.
- d. Frangible Couplings for specialized applications as approved.
- e. Electrical Metallic Tubing UL 797, where indicated for use with frangible couplings and adapters.

2.1.4 Wire and Cable

Conductors shall be copper except as otherwise indicated.

2.1.4.1 Conductor Sizes

Conductor size shall conform to American Wire Gage (AWG). Conductor sizes larger than No. 8 AWG shall be stranded. No. 8 AWG and smaller may be solid or stranded unless otherwise indicated.

2.1.4.2 Low Voltage Wire and Cable

UL 854, Type USE, 600 volts shall be used for underground low voltage power cables.

2.1.4.3 Power Cables for Use in Airfield Lighting

Power cables shall be rated 5 kV, 133 percent insulation level, with shield and jacket conforming to NEMA WC 8 for ethylene-propylene rubber insulated cables.

2.1.4.4 Wire and Cable for Airfield Lighting Systems

- a. Airfield lighting cable shall be FAA AC 150/5345-7, Type L-824 for 5000-volt cable. Series airfield and heliport lighting cable shall be unshielded. Lighting cable for multiple type lighting circuits shall be unshielded.
- b. Counterpoise Wire. No. 4 AWG bare stranded copper, annealed or soft drawn.
- c. Control Cable. Multiconductor type FAA AC 150/5345-7, Type A, B, C for 120 volt AC control, rated 600 volts, No. 12 AWG, and conforming to the following unless indicated otherwise. Conductors shall be color coded. The cable shall have an overall jacket of rated for direct burial. NEMA WC 8 for ethylene-propylene rubber insulation. For 48 volt DC control, multi-conductor, 300 volts, No. 19 AWG cable shall be in accordance with REA Bull 1753F-205 .

2.1.4.5 Cable Tags

Cable tags for each cable or wire shall be installed at duct entrances entering or leaving manholes, handholes, and at each terminal within the lighting vault. Cable tags shall be stainless steel, bronze, lead strap, or copper strip, approximately 1/16 inch thick or hard plastic 1/8 inch thick suitable for immersion in salt water and impervious to petroleum products and shall be of sufficient length for imprinting the legend on one line using raised letters. Cable tags shall be permanently marked or stamped with letters not less than 1/4 inch in height as indicated. Two-color laminated plastic is acceptable. Plastic tags shall be dark colored with markings of light color to provide contrast so that identification can be easily read. Fastening material shall be of a type that will not deteriorate when exposed to water with a high saline content and to petroleum products.

2.1.5 Ground Rods

Ground rods shall be sectional copper-clad steel with diameter adequate to permit driving to full length of the rod, but not less than 3/4 inch in diameter and not more than 10 feet long, unless indicated otherwise.

2.1.6 Cable Connectors and Splices

Cable connectors in accordance with FAA AC 150/5345-26, Item L-823 shall be used for connections and splices appropriate for the type of cable. Other types of cable connectors and splices shall be of copper alloys for copper conductors, . For FAA Type L-824 lighting cable, connectors shall be FAA AC 150/5345-26, Type L-823.

2.1.7 Transformers

2.1.7.1 Encapsulated Isolation Transformers

These transformers shall be FAA AC 150/5345-47, Type L-830. Each transformer shall be rated 5kV.

2.1.8 Light Bases

Light bases shall be FAA AC 150/5345-42 Type L-867 . Steel bases, Class 1, Size to match existing shall be provided as indicated or as required to accommodate the fixture or device installed thereon if diameter is not shown.

2.1.8.1 Accessories

Base plates, cover plates, and adapter plates shall be provided to accommodate various sizes of fixtures. Bolts shall be stainless steel.

2.1.9 Sealant for Fixtures and Wires in Drilled Holes or Saw Kerfs

The sealant shall be in accordance with FAA AC 150/5370-10, Type P-606. Use FAA AC 150/5370-10, Type P-606 sealant for use in asphaltic concrete (AC) or Portland cement concrete (PCC) pavement compatible with AC pavement and having a minimum elongation of 50 percent. Formulations of Type P-606 which are compatible with PCC pavement only are prohibited.

2.1.10 Constant Current Regulator

The regulator shall be FAA AC 150/5345-10, Type L-828, without monitoring or Type L-829 with monitoring system and with ratings as indicated.

2.1.10.1 Regulator Options

Regulators shall operate on 60 Hz, have internal primary switch included or excluded, have input voltage of 240, 480, or 2400 and be controlled by 120-volt external control voltage. Three or Five brightness steps shall be provided. Monitors shall be provided as needed.

2.1.11 Lamps and Filters

Lamps shall be of size and type indicated, or as required by fixture manufacturer for each lighting fixture required under this contract. Filters shall be of colors as indicated and conforming to the specification for the light concerned or to the standard referenced. The taxiway lights shall have blue filters.

2.1.12 Lighting Fixtures

The lighting fixtures for the airfield lighting shall be as shown in the contract drawings or as required in other contract documents.

2.2 AIRFIELD MARKINGS

The airfield markings shall be installed as shown on the contract drawings.

2.3 TAXIWAY AND APRON EDGE LIGHTING SYSTEMS

Taxiway lighting systems shall include edge lights. These systems shall also include the associated equipment, power supplies and controls, mounting devices, and interconnecting wiring to provide complete systems as specified.

2.3.1 Taxiway and Apron Edge Lights

Taxiway and apron edge light shall emit aviation blue light provided by filters or globes for airfields. The edge lights shall meet the requirements of FAA AC 150/5345-46, Type L-861, elevated lights.

2.4 FACTORY COATINGS

Equipment and component items, including but not limited to transformer stations and ferrous metal luminaries not hot-dip galvanized or porcelain enamel finish shall be provided with corrosion-resistant finishes which shall withstand 200 hours of exposure to the salt spray test specified in ASTM B 117 without loss of paint or release of adhesion of the paint primer coat to the metal surface in excess of 1/16 inch from the test mark. The scribed test mark and test evaluation shall be in accordance with ASTM D 1654 with a rating of not less than 7 in accordance with TABLE 1, (Procedure A). Cut edges or otherwise damaged surfaces of hot-dip galvanized sheet steel or mill galvanized sheet steel shall be coated with zinc rich paint conforming to SSPC Paint 20 in accordance with ASTM A 780.

PART 3 EXECUTION

3.1 GENERAL INSTALLATION REQUIREMENTS

Circuits installed underground shall conform to the requirements stated herein. Except as covered herein, excavation, trenching, and backfilling shall conform to the requirements of Section 02300a EARTHWORK.

3.2 CABLES, GENERAL REQUIREMENTS

The type of installation, size and number of cables shall be as indicated. Conductors larger than No. 8 AWG shall be stranded. Loads shall be divided as evenly as practicable on the various phases of the system. Manufacturer's written recommendations shall be furnished for each type of splice and medium-voltage cable joint and termination, and for fireproofing application methods, and shall be approved before any work is done. Medium-voltage cable joints and terminations shall be the standard product of a manufacturer and shall be either of the factory preformed type or of the kit type containing tapes and other required parts. Medium-voltage cable joints shall be made by qualified cable splicers. Compounds and tapes shall be electrical grade suitable for the cable insulation provided and shall use design materials and techniques recommended by the manufacturer. Maximum length of cable pull and cable pulling tensions shall not exceed the cable manufacturer's recommendations.

3.2.1 Direct-Burial Installation

Cables shall be buried directly in the earth as indicated. Minimum cover from the top of a cable to finished grade shall be 36 inches for medium-voltage cables but not less than the depth of the frost line. Counterpoise cable shall be not less than 6 inches above the uppermost electrical cable but not less than the depth of the frost line.

3.2.1.1 Trenching

Trenches for direct-burial cables shall be excavated to depths required to provide the minimum necessary cable cover. Bottoms of trenches shall be smooth and free of stones and sharp objects. Where bottoms of trenches comprise materials other than sand or stone-free earth, 3 inch layers of sand or stone-free earth shall be laid first and compacted to approximate densities of surrounding firm soil.

3.2.1.2 Cable Installation

Cables shall be unreeled along the sides of or in trenches and carefully placed on sand or earth bottoms. Pulling cables into direct-burial trenches from a fixed reel position will not be permitted, except as required to pull cables through conduits under paving or railroad tracks. Where cables cross or are installed in layers at different depths, a separation of at least 3 inches vertically and 2 inches horizontally shall be provided, unless each cable circuit is protected by a nonmetallic conduit sleeve at the crossing. Where single-conductor cable is installed for three-phase circuits, all three phases and the neutral shall be installed in the same sleeve. Bend radius of any cable shall be not less than 10 times the diameter of the cable. In no case shall cables be left under longitudinal tension. The first 4 inch layer of backfill shall be of sand or stone-free earth. A 5 mil, brightly colored plastic tape not less than 3 inches in width and suitably inscribed at not more than 10 feet on centers, or other approved dig-in warning indication, shall be placed approximately 12 inches below finished grade levels of trenches.

3.2.1.3 Other Requirements

Where direct-burial cables cross under roads or other paving exceeding 5 feet in width, such cables shall be installed in concrete-encased ducts. Where direct-burial cables cross under railroad tracks, such cables shall be installed in reinforced concrete encased ducts. Ducts shall extend at least 1 foot beyond each edge of any paving and at least 5 feet beyond each side of any railroad tracks. Cables may be pulled into conduit from a fixed reel where suitable rollers are provided in the trench. Direct-burial cables shall be centered in duct entrances. A suitable waterproof nonhardening mastic compound shall be used to facilitate such centering. If paving or railroad tracks are in place where cables are to be installed, coated rigid steel conduits driven under the paving or railroad tracks may be used in lieu of concrete-encased ducts. Damage to conduit coatings shall be prevented by providing ferrous pipe jackets or by suitable predrilling. Where cuts are made in any paving, the paving and sub-base shall be restored to their original condition.

3.2.1.4 Medium-Voltage Cable Joints or Low-Voltage Cable Splices

Cable joints or splices in direct-burial cables are not permitted in runs of 1000 feet or less, nor at intervals of less than 1000 feet in longer runs, except as required for taps. Locations of cable joints or splices in

shorter intervals, where required to avoid obstructions or damage to cables, shall be approved. Cable joints or splices shall be installed in cable boxes, except that medium-voltage separable connectors or low-voltage sealed insulated connectors do not require cable boxes.

3.2.1.5 Surface Markers

Markers shall be located near the ends of cable runs, at each cable joint or splice, at approximately every 500 feet along cable runs, and at changes in direction of cable runs. Markers shall be constructed as indicated.

3.3 MEDIUM-VOLTAGE CABLES

Medium-voltage cables shall be suitable for a rated circuit voltage of 5 kV .

Other parts of the cable system such as joints and terminations shall have ratings not less than the rating of the cables on which they are installed.

Separable insulated connectors shall have nominal voltage ratings coordinated to associated apparatus ratings rather than cable ratings when used to connect cable to apparatus. Cables shall be provided with 133 percent insulation level . Neutral conductors of grounded neutral systems shall be of the same insulation material as phase conductors, except that a 600-volt insulation rating is acceptable.

3.3.1 Cable Joints

Shields shall be applied as required to continue the shielding system through each entire cable joint. Shields may be integrally molded parts of preformed joints. Shields shall be grounded at each joint.

3.3.1.1 Types

Separable insulated connectors of suitable construction or standard splice kits shall be used for single-conductor and two-conductor cables. The connectors shall be of FAA AC 150/5345-26 type. Cable joints for which acceptable separable connector kits are not available may use factory preformed splices if approved.

3.3.1.2 Requirements

Cable joints shall provide insulation and jacket equivalent to that of the associated cable. Lead sleeves shall be provided for lead-covered cables. Armored cable joints shall be enclosed in compound-filled, cast-iron or alloy, splice boxes equipped with stuffing boxes and armor clamps of a suitable type and size for the cable being installed.

3.3.2 Terminations

Terminations shall be IEEE Std 48, Class 1 or Class 2, of the molded elastomer, wet-process porcelain, prestretched elastomer, heat-shrinkable elastomer, or taped type. Acceptable elastomers are track-resistant silicone rubber or track-resistant ethylene propylene compounds, such as ethylene propylene rubber or ethylene propylene diene monomer. Separable insulated connectors may be used for apparatus terminations, when such apparatus is provided with suitable bushings. Terminations shall be of the outdoor type, except that where installed inside outdoor equipment housings which are sealed against normal infiltration of moisture and outside air, indoor, Class 2 terminations are acceptable. Class 3 terminations are not acceptable. Terminations, where required, shall be provided with mounting brackets suitable for the intended installation and with grounding

provisions for the cable shielding, metallic sheath, and armor.

3.3.2.1 Factory Preformed Type

Molded elastomer, wet-process porcelain, prestretched, and heat-shrinkable terminations shall utilize factory preformed components to the maximum extent practicable rather than tape build-up. Terminations shall have basic impulse levels as required for the system voltage level. Leakage distances shall pass the wet withstand voltage test required by IEEE Std 48 for the next higher BIL level.

3.3.2.2 Taped Terminations

Taped terminations shall use standard termination kits providing suitable terminal connectors, field-fabricated stress cones, and rain hoods. Terminations shall be at least 25 inches long from the end of the tapered cable jacket to the start of the terminal connector, or not less than the kit manufacturer's recommendations, whichever is greater.

3.4 LOW-VOLTAGE CABLES

Cable shall be rated 600 volts, except that secondaries of isolation transformer to in-pavement lights installed in pavement saw kerf and 48 volt DC control cables may be 300 volts. Other parts of cable systems such as splices and terminations shall be rated at not less than 600 volts. Splices in wires No. 10 AWG and smaller shall be made with an insulated, solderless, pressure type connector, conforming to the applicable requirements of UL 486A. Splices in wires No. 8 AWG single conductor cable shall be made with FAA AC 150/5345-26 Type L-823 connectors. Splices below grade or in wet locations shall be sealed type conforming to ANSI C119.1 or shall be waterproofed by a sealant-filled, thick wall, heat shrinkable, thermosetting tubing or by pouring a thermosetting resin into a mold that surrounds the joined conductors.

3.5 DUCT LINES

Duct lines shall be non-encased direct-burial, thick-wall type.

3.5.1 Requirements

Numbers and sizes of ducts shall be as indicated. Duct lines shall be laid with a minimum slope of 4 inches per 100 feet. Depending on the contour of the finished grade, the high point may be at a terminal, a manhole, a handhold, or between manholes or handholes. Manufactured 90 degree duct bends may be used only for pole or equipment risers, unless specifically indicated as acceptable. The minimum manufactured bend radius shall be 18 inches for ducts of less than 3 inches diameter, and 36 inches for ducts 3 inches or greater in diameter. Otherwise, long sweep bends having a minimum radius of 25 feet shall be used for a change of direction of more than 5 degrees, either horizontally or vertically. Both curved and straight sections may be used to form long sweep bends as required, but the maximum curve shall be 30 degrees and manufactured bends shall be used. Ducts shall be provided with end bells when duct lines terminate in manholes or handholes. Duct line markers shall be provided as indicated at the ends of long duct line stubouts or for other ducts whose locations are indeterminate because of duct curvature or terminations at completely below-grade structures. In lieu of markers, a 5 mil brightly colored plastic tape not less than 3 inches in width and suitably inscribed at not more than 10 feet on centers with a continuous metallic backing and a

corrosion-resistant 1 mil metallic foil core to permit easy location of the duct line, shall be placed approximately 12 inches below finished grade levels of such lines.

3.5.2 Treatment

Ducts shall be kept clean of concrete, dirt, or foreign substances during construction. Field cuts requiring tapers shall be made with proper tools and match factory tapers. After a duct line is completed, a standard flexible mandrel shall be used for cleaning followed by a brush with stiff bristles. Mandrels shall be at least 12 inches long and shall have diameters 1/4 inch less than the inside diameter of the duct being cleaned.

Pneumatic rodding may be used to draw in lead wires. A coupling recommended by the duct manufacturer shall be used when an existing duct is connected to a duct of different material or shape. Ducts shall be stored to avoid warping and deterioration with ends sufficiently plugged to prevent entry of water or solid substances. Ducts shall be thoroughly cleaned before being laid. Plastic ducts shall be stored on a flat surface and protected from the direct rays of the sun.

3.5.3 Non-encased Direct-Burial

Top of duct lines shall be below frost line but not less than 24 inches below finished grade. Ducts shall be buried below frost line but in the earth and shall be installed with a minimum of 3 inches of earth around each duct, except that between adjacent electric power and communication ducts, 12 inches of earth is required. Bottoms of trenches shall be graded toward manholes or handholes and shall be smooth and free of stones, soft spots, and sharp objects. Where bottoms of trenches comprise materials other than sand or stone-free earth, 3 inch layers of sand or stone-free earth shall be laid first and compacted to approximate densities of surrounding firm soil before installing ducts in direct-contact tiered fashion. Joints in adjacent tiers of duct shall be vertically staggered at least 6 inches. The first 4 inch layer of backfill cover shall be sand or stone-free earth compacted as previously specified. Duct banks may be held in alignment with earth. However, high-tiered banks shall use a wooden frame or equivalent form to hold ducts in alignment prior to backfilling. Selected earth at duct banks shall be thoroughly tamped in 4 to 6 inch layers.

3.5.4 Installation of Couplings

Joints in each type of duct shall be made up in accordance with the manufacturer's recommendations for the particular type of duct and coupling selected and as approved. In the absence of specific recommendations, various types of duct joint couplings shall be made watertight as specified.

3.5.4.1 Plastic Duct

Duct joints shall be made by brushing a plastic solvent cement on insides of plastic coupling fittings and on outsides of duct ends. Each duct and fitting shall then be slipped together with a quick one-quarter-turn twist to set the joint tightly.

3.6 WELDING

The welding of supports and metallic ducts and welding or brazing of electrical connections shall be formed by qualified welders.

3.7 CABLE MARKERS

Cable markers or tags shall be provided for each cable at duct entrances entering or leaving manholes or handholes and at each termination within the lighting vault. Cables in each manhole or handhole shall have not less than two tags per cable, one near each duct entrance hole. Immediately after cable installation, tags shall be permanently attached to cables and wires so that they cannot be accidentally detached.

3.8 FRANGIBLE REQUIREMENTS

Frangible supports, couplings, and adapters shall be installed as indicated or specified.

3.9 ELEVATED AIRFIELD LIGHTS

Elevated lights shall be frangibly mounted, not to exceed 14 inches in height except where higher mounting is permitted in snow accumulation areas. Equipment exceeding 14 inches in height shall be frangibly mounted as indicated.

3.10 SPLICES FOR AIRFIELD LIGHTING CABLE

3.10.1 Connectors

Kit type connectors shall be used to splice 5 kV single-conductor series lighting cables. During installation and prior to covering with earth, mating surfaces of connectors shall be covered until connected and clean when plugged together. At joint where connectors come together, heat shrinkable tubing shall be installed with waterproof sealant with two half-lapped layers of tape over the entire joint. Joint shall prevent entrapment of air which might subsequently loosen the joint.

3.11 GROUNDING SYSTEMS

3.11.1 Counterpoise Installation

Counterpoise wire shall be laid for entire length of circuits supplying airfield lighting. Wire shall be in one piece, except where distance exceeds the length usually supplied. Counterpoise shall be installed on top of the envelope of concrete-encased duct and approximately 6 inches above direct burial cables and duct lines. Where trenches or duct lines intersect, counterpoise wires shall be electrically interconnected by exothermic welding or brazing. The existing counterpoise that exists in the area where the lights will be removed shall also be removed and reinstalled with the new lights. The counterpoise shall be reconnected to the existing counterpoise by exothermic welding or brazing at each end of the taxiway where the counterpoise was originally removed. The counterpoise shall be kept separate from the airfield light circuit per UFC 3-535-02.

3.11.2 Fixture Grounding

Each fixture or group of adjacent fixtures shall be grounded by a No. 4 AWG bare stranded copper wire connected to the existing base ground system.

3.12 ISOLATION TRANSFORMERS

Transformer lead connections shall conform to FAA AC 150/5345-26.

Transformer secondary connectors shall plug directly into a mating connector on the transformer secondary leads. During installation, mating surfaces of connectors shall be covered until connected and clean when plugged together. At joint where connectors come together, heat shrinkable tubing shall be installed with waterproof sealant or with two half-lapped layers of tape over the entire joint. Joint shall prevent entrapment of air which might subsequently loosen the joint.

3.13 TAXIWAY AND APRON EDGE LIGHTING SYSTEMS

3.13.1 Taxiway and Apron Edge Lights

Edge lights shall be elevated type lights except in paved areas where semiflush lights are required. Elevated lights shall be frangibly mounted and each light supplied power through an isolation transformer. The taxiway lights shall be omnidirectional and only require leveling. The runway lights require leveling and alignment of the beams for the correct toe-in of the beams.

3.14 FIELD QUALITY CONTROL

The Contracting Officer shall be notified five working days prior to each test. Deficiencies found shall be corrected and tests repeated.

3.14.1 Operating Test

Each completed circuit installation shall be tested for operation. Equipment shall be demonstrated to operate in accordance with the requirements of this Section. One day and one night test shall be conducted for the Contracting Officer.

3.14.2 Distribution Conductors, 600-Volt Class

Test shall verify that no short circuits or accidental grounds exist using an instrument which applies a voltage of approximately 500 volts providing a direct reading in resistance.

3.14.3 Counterpoise System Test and Inspection

Continuity of counterpoise system shall be visually inspected at accessible locations. Continuity of counterpoise system to the vault grounding system shall be tested in manhole closest to the vault.

3.14.4 Progress Testing for Series Lighting Circuits

A megger test shall be conducted on each section of circuit or progressive combinations of sections as they are installed. Each section or progressive combination of sections shall be tested with a megohmmeter providing a voltage of approximately 1000 volts, a direct reading in resistance. Results shall be documented. Faults indicated by these tests shall be eliminated before proceeding with the circuit installation.

3.14.5 Electrical Acceptance Tests

Acceptance tests shall be performed for series and multiple airfield and heliport lighting circuits only on complete lighting circuits. Each series and multiple lighting circuit shall receive a high voltage insulation test.

3.14.5.1 Low-Voltage Continuity Tests

Each series circuit shall be tested for electrical continuity. Faults indicated by this test shall be eliminated before proceeding with the high-voltage insulation resistance test.

3.14.5.2 High-Voltage Insulation Resistance Tests

Each series lighting circuit shall be subjected to a high-voltage insulation resistance test by measurement of the insulation leakage current with a suitable high-voltage test instrument which has a steady, filtered direct current output voltage and limited current. High-voltage tester shall include an accurate voltmeter and microammeter for reading voltage applied to the circuit and resultant insulation leakage current. Voltages shall not exceed test values specified below.

- a. Test Procedure: Both leads shall be disconnected from regulator output terminals and support so that air gaps of several inches exist between bare conductors and ground. Cable sheaths shall be cleaned and dried for a distance of 1 foot from ends of cables and exposed insulation at ends of cables. Ends of both conductors of the circuit shall be connected together and to high-voltage terminals of test equipment, and test voltage applied as specified in the following tabulation between conductors and ground for a period of 5 minutes.

Series	Test Voltage, dc	
	First Test on New Circuits	Test on Existing Circuits
Lighting Circuits		
High Intensity Series Lighting Circuits (5,000 volt leads, 500 and 200 watt transformers)	9000	5000
Medium Intensity Series Lighting Circuits (5,000 volt leads, 30/45 watt transformers)	6000	3000
600-Volt Circuits	1800	600

When additions are made to existing circuits, only new sections shall be tested in accordance with "First Test on New Circuits" in table above. To ensure reliable operation, complete circuit shall be tested at reduced voltages indicated above.

- b. Leakage Current: Insulation leakage current shall be measured and recorded for each circuit after a 1 minute application of the test voltage. If leakage current exceeds values specified below, the circuit shall be sectionalized and retested and the defective parts shall be repaired or replaced. Leakage current limits include allowances for the normal number of connectors and splices for each circuit as follows:

- (1) Three microamperes for each 1000 feet of cable.
- (2) Two microamperes for each 200 watt and each 500 watt 5,000-volt series transformer.
- (3) Two microamperes for each 30/45-Watt 5,000 volt series transformer.

If measured value of insulation leakage current exceeds calculated value, the circuit shall be sectionalized and tested as specified for each section. Defective components shall be repaired or replaced until repeated tests indicate an acceptable value of leakage current for the entire circuit.

3.14.6 Final Operating Tests

After completion of installations and the above tests, circuits, control equipment, and lights covered by the contract shall be demonstrated to be in acceptable operating condition. Each switch in the control tower lighting panels shall be operated so that each switch position is engaged at least twice. During this process, lights and associated equipment shall be observed to determine that each switch properly controls the corresponding circuit. Telephone or radio communication shall be provided between the operator and the observer. Tests shall be repeated from the alternate control station, from the remote control points, and again from the local control switches on the regulators. Each lighting circuit shall be tested by operating the lamps at maximum brightness for not less than 30 minutes. At the beginning and at the end of this test the correct number of lights shall be observed to be burning at full brightness. One day and one night operating test shall be conducted for the Contracting Officer.

-- End of Section --